1956 Series

PS

Issue 40

THE PREVENTIVE MAINTENANCE MONTHLY

1956

WHY PS MAGAZINE?

Dear Half-Mast,

I'm a confirmed reader of PS and have gotten loads of valuable information out of it. But I've run into a most confusing problem.

There have been times when I've taken some good dope out of PS and used it. Somebody comes along and says that the magazine is not an authoritative source and I shouldn't be using it.

As far as me and my buddies go, PS is just the thing we need. It keeps us up-to-date and tells us what we should do with some of the quirks in our equipment. But then we're told we can't use it.

What's the deal, Sarge? This is getting me mighty confused.

SFC J.D.L.

Dear SFC J.D.L.,

The best way to go about answering your question is to ask you to look on the first inside page of any recent issue of PS. Right above the list of contents, you'll notice this statement—

PS MAGAZINE

PUBLISHED BY THE DEPARTMENT OF THE ARMY FOR THE INFORMATION OF ORGANIZATIONAL MAINTENANCE AND SUPPLY PERSONNEL.

Now, that means just what it says—it's for your information to use as your post or major unit commander sees fit. If there's something in PS that goes against what is usually done at your installation, then your boss (the CO) has the last word.

But, usually, there should be little or no difference between what PS says and what's actually done. Every word that's printed in PS is reviewed by our people to make sure it's in agreement or doesn't conflict with TM's, TB's, SB's, MWO's and the rest. And, in addition, the same people that approve the directives also approve articles for PS Magazine.

Sometimes you'll find that PS gives you information that just isn't in some other publication. That, too, is logical, since one publication (TM, for example) can't possibly cover every situation that may arise. In this case, PS supplements what's already been published. A TM sets minimum standards for maintenance of equipment. If you can do a better job, then more power to you.

One of PS Magazine's jobs is to get new dope out to you as soon as possible.

The biggest job PS has is to let you know that your equipment is only as good as you and your buddies want it to be. And you can keep it the best in the world by the right kind of operation and preventive maintenance.

That's the story. You take it from there.

Half-Mast

WHY PS MAGAZINE??

Dear Half-Mast,

I'm a confirmed reader of PS and have gotten loads of valuable information out of it. But I've run into a most confusing problem.

There have been times when I've taken some good dope out of PS and used it. Somebody comes along and says that the magazine is not an authoritative source and I shouldn't be using it.

As far as me and my buddies go, PS is just the thing we need. It keeps us up-to-date and tells us what we should do with some of the quirks in our equipment. But then we're told we can't use it.

What's the deal, Sarge? This is getting me mighty confused.

SFC J.D.L.

Dear SFC J.D.L.,

The best way to go about answering your question is to ask you to look on the first inside page of any recent issue of PS. Right above the list of contents, you'll notice this statement—

PS MAGAZINE

PUBLISHED BY THE DEPARTMENT OF THE ARMY FOR THE INFORMATION OF ORGANIZATIONAL MAINTENANCE AND SUPPLY PERSONNEL.

Now, that means just what it says—it's for your information to use as your post or major unit commander sees fit. If there's something in PS that goes against what is usually done at your installation, then your boss (the CO) has the last word.

But, usually, there should be little or no difference between what PS says and what's actually done. Every word that's printed in PS is reviewed by our people to make sure it's in agreement or doesn't conflict with TM's, TB's, SB's, MWO's and the rest. And, in addition, the same people that approve the directives also approve articles for PS Magazine.

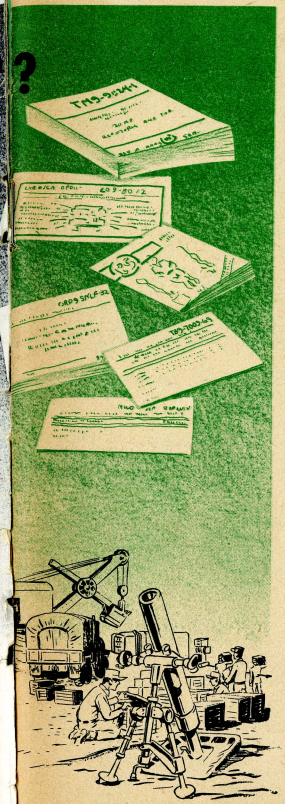
Sometimes you'll find that PS gives you information that just isn't in some other publication. That, too, is logical, since one publication (TM, for example) can't possibly cover every situation that may arise. In this case, PS supplements what's already been published. A TM sets minimum standards for maintenance of equipment. If you can do a better job, then more power to you.

One of PS Magazine's jobs is to get new dope out to you as soon as possible.

The biggest job PS has is to let you know that your equipment is only as good as you and your buddies want it to be. And you can keep it the best in the world by the right kind of operation and preventive maintenance.

That's the story. You take it from there.

Half-Mast



PS MAGAZINE

Issue No. 40 — 1956 Series

Published by the Department of the Army for the information of organizational maintenance and supply personnel. Distribution is made through normal publication channels. Within limitations of availability, older issues may be obtained direct from Preventive Maintenance Agency, Raritan Arsenal, Metuchen, New Jersey.

IN THIS ISSUE

FEATURE ARTICLES

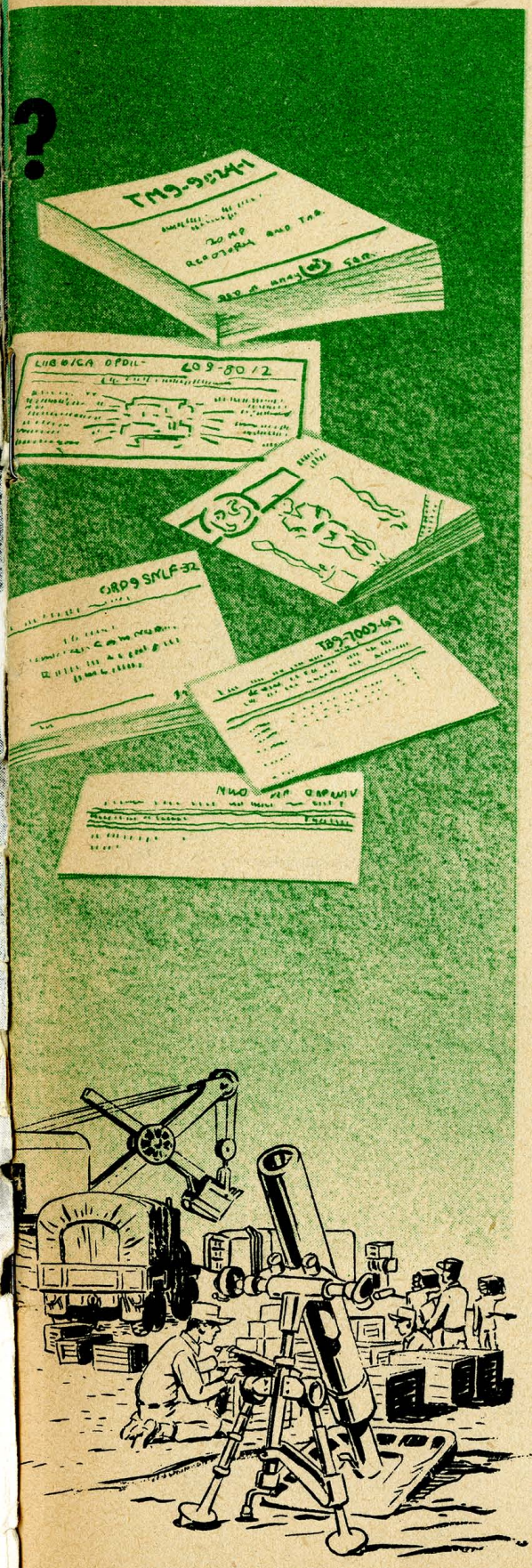
Know Your Tools	2
Keep Your Hydra-Matic Happy (Cartoon Section)	21
How's Your Heat?	35
Artillery Respiration	38
Decal Dither	39
Warm For This Form (Engineers)	43
Blowtorch Joe (Engineers)	44
Easy Kept Oil and Gas Record	48

DEPARTMENTS

Connie Rodd	17
Cartoon Continuity	21
Half-Mast	31
Armament	38
Engineers	42
Publications Scoop	46
Contributions	47
Connie's Briefs	49

PS Magazine wants your ideas and contributions, and is glad to answer your questions. Just write to: Sgt Half-Mast, PS Magazine, Raritan Arsenal, Metuchen, New Jersey. Names and addresses are kept in confidence.

The printing of PS Magazine, the PREVENTIVE MAINTENANCE MONTHLY, is approved by the Director, Bureau of the Budget (4 Aug. 53), and is distributed as follows: DISTRIBUTION: ACTIVE ARMY: Gen Staff, DA (1) except G1 (2); SS, DA (1); Tec Svc, DA (5) except COFENGR (75), COFORD (275); Admin & Tec Svc Bd (5); Hq COMARC (10); OS Maj Comd (5); OS Base Comd (3); MDW (5); Armies (50); Corps (3); Div (2) except Armd Div (100), Tng Div (50); Brig (3); Regt/Gp (3); Bn (5); Co (18) except Cml Co (8), Med Co (8), QM Co (8); Ft & Cp (6); Gen & Br Svc Sch (5) except Engr Sch (100), Ord Sch (25); USMA (25); Joint Sch (5); Specialist Sch (5); PMST (3) except PMST Ord ROTC Units (25); Gen Depots (5); Sup Sec, Gen Depots (5); Depots (5); Hosp (5); RTC (100); Trans Terminal Comd (3); OS Sup Agencies (2); PG (5); Arsenals (25); DB (25); Cruit Main Sta (3); Div Engr (2); Dist Engr (20). NG: State AG Special List. USAR: Mil Dist Special List. For explanation of abbreviations used see SR 320-50-1.



PS MAGAZINE

Issue No. 40 1956 Series

Published by the Department of the Army for the information of organizational maintenance and supply personnel. Distribution is made through normal publication channels. Within limitations of availability, older issues may be obtained direct from Preventive Maintenance Agency, Raritan Arsenal, Metuchen, New Jersey.

IN THIS ISSUE

FEATURE ARTICLES

Know Your Tools 2
Keep Your Hydra-Matic Happy (Cartoon Section) 21
How's Your Heat? 35
Artillery Respiration 38
Decal Dither 39
Warm For This Form (Engineers) 43
Blowtorch Joe (Engineers) 44
Easy Kept Oil and Gas Record 48

DEPARTMENTS

Connie Rodd 17
Cartoon Continuity 21
Half-Mast 31
Armament 38
Engineers 42
Publications Scoop 46
Contributions 47
Connie's Briefs 49

PS Magazine wants your ideas and contributions, and is glad to answer your questions. Just write to: Sgt Half-Mast, PS Magazine, Raritan Arsenal, Metuchen, New Jersey. Names and addresses are kept in confidence.

The printing of PS Magazine, the PREVENTIVE MAINTENANCE MONTHLY, is approved by the Director, Bureau of the Budget (4 Aug. 53), and is distributed as follows: DISTRIBUTION: ACTIVE ARMY: Gen Staff, DA (1) except G1 (2); SS, DA (1); Tec Svc, DA (5) except COFENGR (75), COFORD (275); Admin & Tec Svc Bd (5); Hq CONARC (10); OS Maj Comd (5); OS Base Comd (3); MDW (5); Armies (50); Corps (3); Div (2) except Armd Div (100), Tng Div (50); Brig (3); Regt/Gp (3); Bn (5); Co (18) except Cml Co (8), Med Co (8), QM Co (8); Ft & Cp (6); Gen & Br Svc Sch (5) except Engr Sch (100), Ord Sch (25); USMA (25); Joint Sch (5); Specialist Sch (5); PMST (3) except PMST Ord ROTC Units (25); Gen Depots (5); Sup Sec, Gen Depots (5); Depots (5); Hosp (5); RTC (100); Trans Terminal Comd (3); OS Sup Agencies (2); PG (5); Arsenals (25); DB (25); Cruit Main Sta (3); Div Engr (2); Dist Engr (20). NG: State AG Special List. USAR: Mil Dist Special List. For explanation of abbreviations used see SR 320-50-1.

NOT A KICK IN A CARLOAD

KNOW

Your tools aren't going to kick back at you if you learn what they're used for and how to use them.

Of all the equipment you use, your common hand tools are the most useful and yet the most abused.

All the tools that are in your TOOL SET, Organizational Maintenance (2nd Echelon, Set No. 2 Common) are packed into this batch of pictures.

Mull over the pictures and get to know each by name, and what it's used for—sorta make friends with 'em—because they can be—friends, that is.

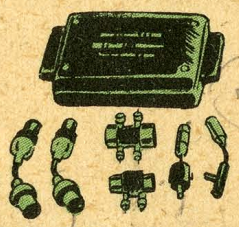
TOOL SET. Organizational Maintenance (2nd Echelon) Set

ADAPTER, quick acting air hose coupling, 1/4 in hose shk

5 auth

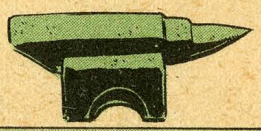
ENG 33-1000.100.050 | FSN.....

ADAPTER SET, testing, 24 v-sealed elec systems (Delco-Remy and Auto-Lite for wheeled tactical vehicles), 7 adapters in mtl box.



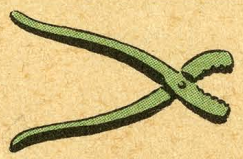
ORD 4910-356-7511 | FSN 4910-356-7511

ANVIL, BLACKSMITH'S: S face and horn, CI body wt 100 lb.



ORD 41-A-280-100 | FSN.....

ATTACHING TOOL, SOLDERLESS TERMINAL: (crimping type) (formerly CRIMPER).



ORD 41-C-2765 | FSN 5120-224-9408

BAR, GREASE: sp shackle, solid (hex or oct) 30 3/16 lg.

ORD 41-B-315 | FSN 5120-240-6045

BAR, PINCH: jimmy, 3/4 in blade width, 24 in lg.

ORD 41-B-255 | FSN 5120-224-1388

BAR, WRECKING: gooseneck, claw and pinch pt, 3/4 in diam, 36 in lg.

ORD 41-B-336 | FSN 5120-238-8589

BATTERY FILLER, GRAVITY: distilled water, unbreakable type, 1 gal cap (formerly FILLER).

ORD 8-F-1000 | FSN 6140-234-7360

NOT A KICK IN A CARLOAD

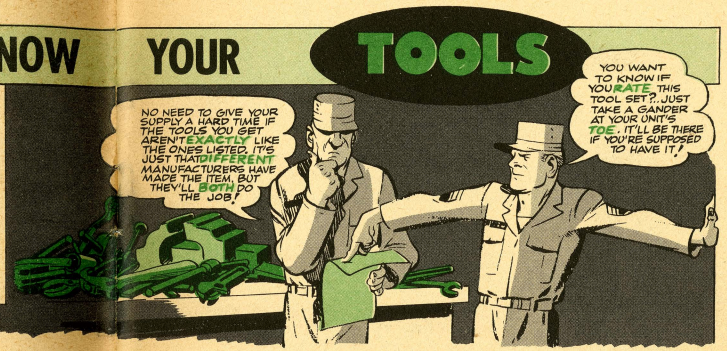
KNOW YOUR TOOLS

Your tools aren't going to kick back at you if you learn what they're used for and how to use them.

Of all the equipment you use, your common hand tools are the most useful and yet the most abused.

All the tools that are in your TOOL SET, Organizational Maintenance (2nd Echelon, Set No. 2 Common) are packed into this batch of pictures.

Mull over the pictures and get to know each by name, and what it's used for—sorta make friends with 'em—because they can be—friends, that is.



TOOL SET. Organizational Maintenance (2nd Echelon) Set No. 2, Common. ORD 41-T-3538-855 FSN 5180-754-0650

ADAPTER, quick acting air hose coupling, 1/4 in hose shk

ENG 33-1000.100.050 FSN.....

ADAPTER SET, testing, 24 v-sealed elec systems (Delco-Remy and Auto-Lite for wheeled tactical vehicles), 7 adapters in mtl box.

ORD 4910-356-7511 FSN 4910-356-7511

ANVIL, BLACKSMITH'S: S face and horn, CI body wt 100 lb.

ORD 41-A-280-100 FSN.....

ATTACHING TOOL, SOLDERLESS TERMINAL: (crimping type) (formerly CRIMPER).

ORD 41-C-2765 FSN 5120-224-9408

BAR, GREASE: sp shackle, solid (hex or oct) 30 3/16 lg.

ORD 41-B-315 FSN 5120-240-6045

BAR, PINCH: jimmy, 3/4 in blade width, 24 in lg.

ORD 41-B-255 FSN 5120-224-1388

BAR, WRECKING: gooseneck, claw and pinch pt, 3/4 in diam, 36 in lg.

ORD 41-B-336 FSN 5120-238-8589

BATTERY FILLER, GRAVITY: distilled water, unbreakable type, 1 gal cap (formerly FILLER).

ORD 8-F-1000 FSN 6140-234-7360

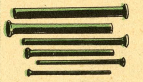
BENCH, cabinet, mtl frame w/drawers and dividers, Type VIII, Class A.

ORD 41-B-440 FSN.....

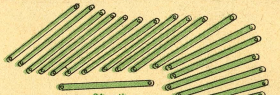
BEAD LOOSENER, tire, tempered S w/S tu hdl, 35 in lg.

ORD 5120-00-17038 FSN.....

BENDER SET, cop tu, spg wire type, set of six benders, 1/4, 5/16, 3/8, 7/16, 1/2, and 5/8 in (JAN-B-460).



ORD 41-B-530 FSN.....

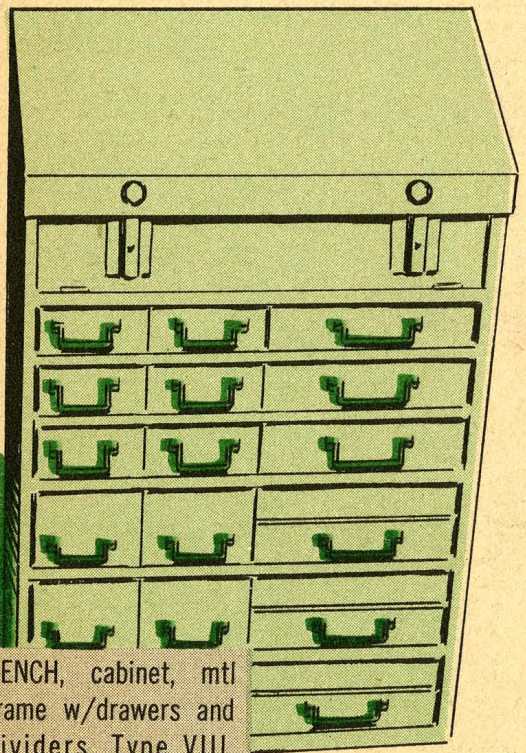


BLADE, HAND HACKSAW: alloy, flex, 10 in lg, 1/2 in width, 0.025 in thk, 24 T per in.

ENG 41-1607.100-240 FSN 5110-228-3189

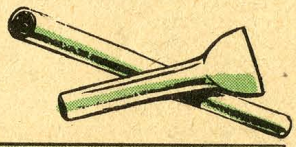
YOUR TOOLS

No. 2, Common. ORD 41-T-3538-855 **FSN 5180-754-0650**



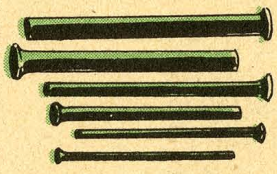
BENCH, cabinet, mtl frame w/drawers and dividers, Type VIII, Class A.

ORD 41-B-440 FSN.....



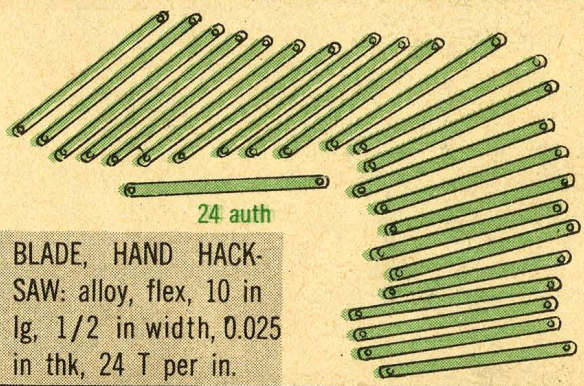
BEAD LOOSENER, tire, tempered S w/S tu hdl, 35 in lg.

ORD 5120-00-17038 FSN.....



BENDER SET, cop tu, spg wire type, set of six benders, 1/4, 5/16, 3/8, 7/16, 1/2, and 5/8 in (JAN-B-460).

ORD 41-B-530 FSN.....

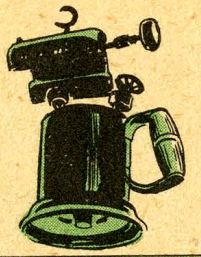


24 auth

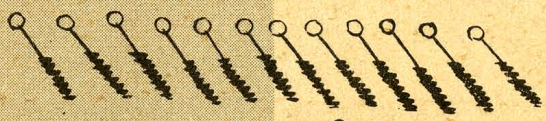
BLADE, HAND HACK-SAW: alloy, flex, 10 in lg, 1/2 in width, 0.025 in thk, 24 T per in.

ENG 41-1607.100-240 FSN 5110-228-3189

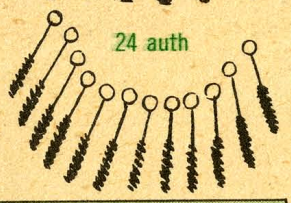
BLOWTORCH, GASOLINE: hand, rd tank, 1 qt cap (formerly TORCH).



ORD 5120-181-6746 | FSN 5120-181-6746



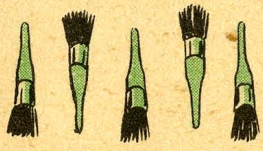
BRUSH, ACID, SWABBING: soldering, 1/2 in x 3 in bristles, 8-1/2 in lg (Osborn No 811 or equal).



24 auth

ENG 38-2750.750-850 | FSN 223-8002

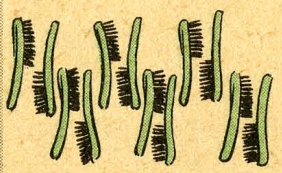
BRUSH, PAINT, SASH AND TRIM: oval, 1-7/16 x 1-1/16 in (FS H-B-490), size No 5.



5 auth

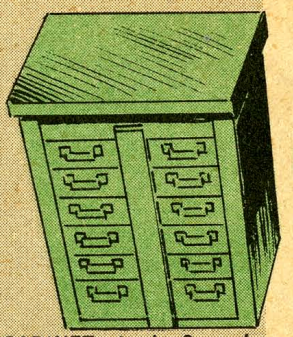
ENG 38-4567.300-500 | FSN 239-0959

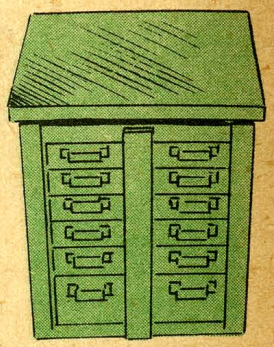
BRUSH, WIRE, SCRATCH: w/wood hdl, 4x19 rows, 14 in lg, FS H-B-178, type II



12 auth

ENG 38-5797.500-600 | FSN .....





2 auth

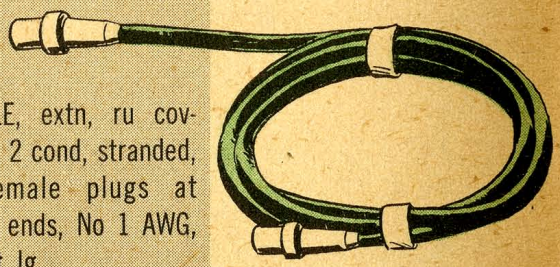
CABINET, tool, S, w/ drawers and bench top.

ORD 41-C-15 | FSN 5140-357-5520

CABLE ASSEMBLY, POWER, ELECTRICAL: hand, ptbl w/reflector guard and thumb switch, 25 ft all ru covered cord, and parallel blade plug connector (formerly LAMP).

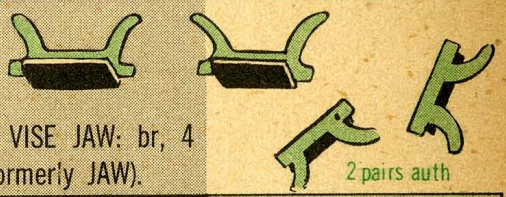
2 auth

ENG 17-3592.714-025 | FSN 6150-265-6497



CABLE, extn, ru covered, 2 cond, stranded, w/female plugs at both ends, No 1 AWG, 20 ft lg.

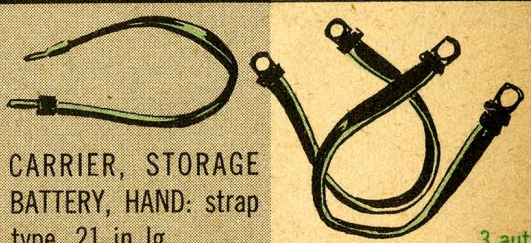
ORD 17-C-568 | FSN 6145-474-9135



CAP, VISE JAW: br, 4 in (formerly JAW).

2 pairs auth

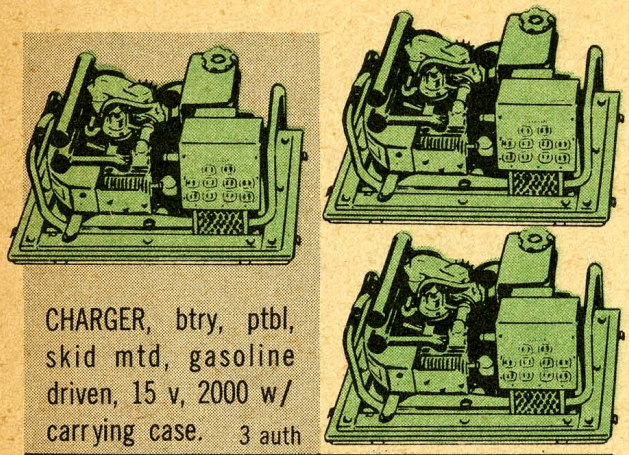
ORD 41-J-325 | FSN 5120-221-1506



CARRIER, STORAGE BATTERY, HAND: strap type, 21 in lg.

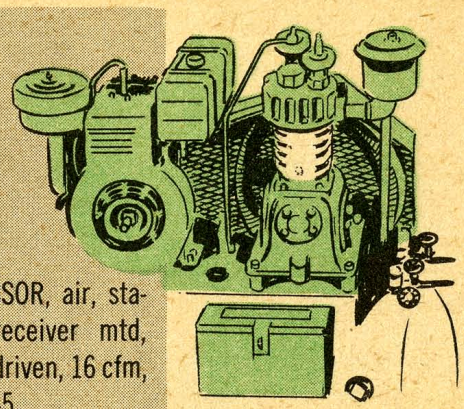
3 auth

ORD 41-C-445 | FSN 5120-223-8454



CHARGER, btry, ptbl, skid mtd, gasoline driven, 15 v, 2000 w/ carrying case. 3 auth

ENG 6130-473-6175 | FSN 6130-473-6175

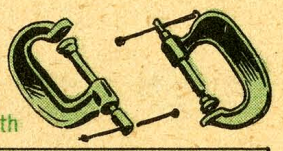


COMPRESSOR, air, stationary receiver mtd, gasoline driven, 16 cfm, OS 56-15-5.

ENG 66-3212.016-100 | FSN 4310-351-9262

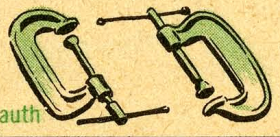
CHECK-UNIT, quick acting air hose coupling, swv, 1/4 in female pipe end. 5 auth

ORD H006-0538801 | FSN.....



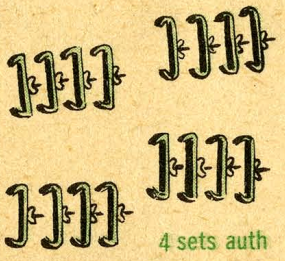
CLAMP "C": med service, 4 in cap. 2 auth

ORD 41-C-1730 | FSN.....



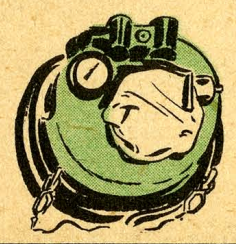
CLAMP "C": med service 6 in cap. 2 auth

ORD 41-C-1732 | FSN.....



CLAMP, WHEEL CYLINDER, HYDRAULIC BRAKE: sliding arm type, 2-5/8 in min cyl lgh, 4-7/8 in max cyl lgh, 4 clamps per set. 4 sets auth

ORD 4910-244-4900 | FSN 4910-244-4900

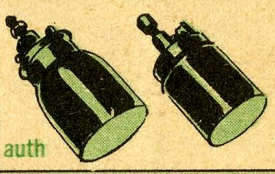


CLEANER AND TESTER, SPARK PLUG: bench mtd, 120 to 150 psi air pressure, dc, 12 v.

ORD 4910-261-5869 | FSN 4910-261-5869

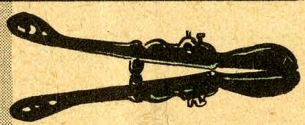
CROWBAR: pinch pt, 1-1/4 in diam, 60 in lg (formerly BAR). 2 auth

ORD 41-B-175 | FSN.....



CUP, PAINT, SPRAY GUN: clamp type, w/ cover attachment, 1 qt cap. 2 auth

ORD 4940-190-5164 | FSN 4940-190-5164



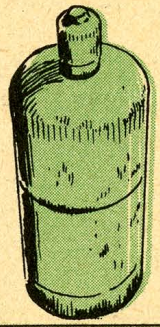
CUTTER, BOLT: rigid hd, clipper cut, 18 in lg, 1/4 in cap.

ORD 41-C-2280 | FSN 5110-188-252

CUTTER, TUBE: 1/8 to 3/4 in cap w/reamer blade (for cop, br, tin, S and lead).

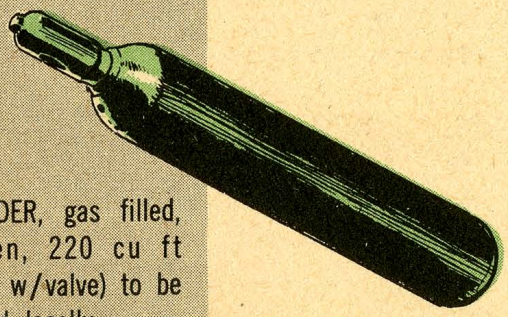
ORD 41-C-2825 | FSN 5110-221-1052

CYLINDER, gas filled acetylene, 225 cu ft (comp w/valve) to be refilled locally.



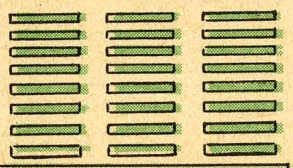
ENG 51-5116.100-500 | FSN.....

CYLINDER, gas filled, oxygen, 220 cu ft (comp w/valve) to be refilled locally.



ENG 51-5116.800-500 | FSN.....

DRESSER, CONTACT POINT: abrasive, flex, nonconducting. 24 auth

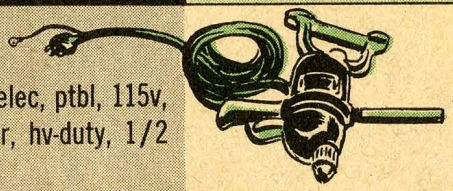


ORD 41-D-1410 | FSN 5345-250-1345

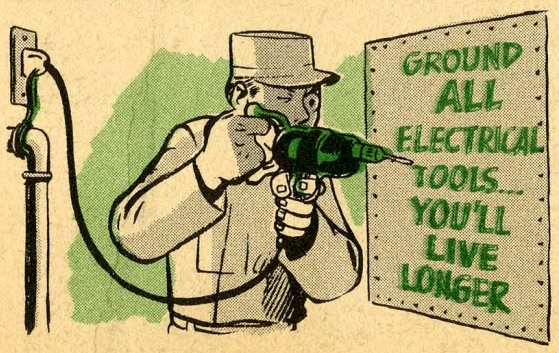
DRESSER, emery wheel, tube type.

ORD 41-D-1430 | FSN 3460-357-5784

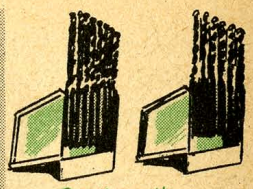
DRILL, elec, ptbl, 115v, univ cur, hv-duty, 1/2 in cap.



ORD 40-D-345 | FSN.....

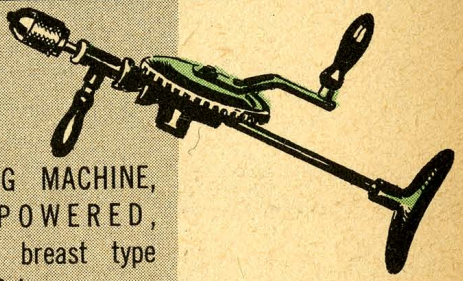


DRILL SET, twist, HSS, stght shk, short series, fractional sizes, 1/16 to 1/2 in by 1/64 ths. 29 drills in case.



2 sets auth

ORD 40-D-1878 | FSN 3455-357-0490



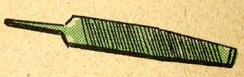
DRILLING MACHINE, HANDPOWERED, GEARED: breast type 0 to 1/2 in cap.

ORD 41-D-1663-25 | FSN 5110-223-4992

EXTRACTOR SET, screw, spiral tapd, No. 1, 2, 3, 4, 5, 6, 7, 8 and 9.

ORD 41-E-561 | FSN 5180-610-1888

FILE, HAND: AS, fl, bast cut, 12 in pt to shoulder.



ORD 41-F-863 | FSN 5110-234-6539

FILE, HAND: AS, half-rd, bast cut, 10 in pt to shoulder.

ORD 41-F-932 | FSN 5110-241-9153

FILE, HAND: AS, half-rd, sm cut, 8 in pt to shoulder.

ORD 41-F-952 | FSN 5110-241-9152

FILE, HAND: AS, mil, sm cut, 12 in pt to shoulder.

ORD 41-F-1184 | FSN 5110-242-5392

FILE, HAND: AS, rd, bast cut, 12 in pt to shoulder.

ORD 41-F-1307 | FSN 5110-234-6557

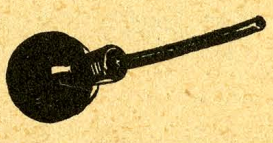
FILE, HAND: AS, three sq type, sec-cut, 8 in pt to shoulder.

ORD 5110-239-7556 | FSN 5110-239-7556

FILE, THREAD RESTORER: 11, 12, 13, 14, 16, 18, 20 & 24 TPI.

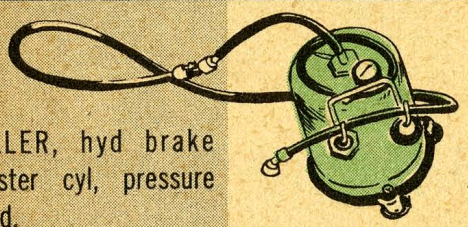
ORD 41-F-1525 | FSN 5110-373-1691

FILLER, btry, syringe, 6 oz cap.



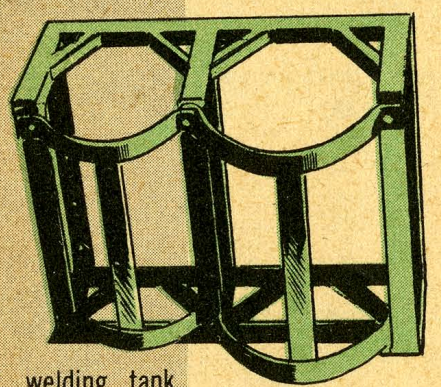
ORD 6140-424-9707 | FSN 6140-424-9707

FILLER, hyd brake master cyl, pressure feed.



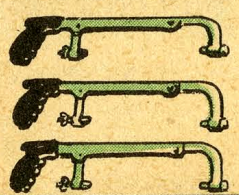
ORD 41-F-2982 | FSN.....

FRAME, welding tank type III (cyl).



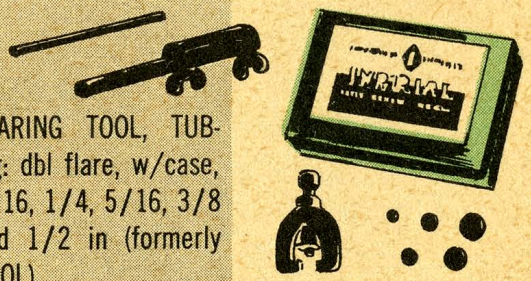
ORD H002-6584797 | FSN.....

FRAME, HAND HACKSAW: adjustable, pistol grip hdl, 8 to 12 in blade cap. 3 auth



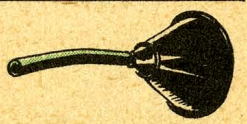
ENG 41-3714.300-200 | FSN 5110-223-4971

FLARING TOOL, TUBing: dbl flare, w/case, 3/16, 1/4, 5/16, 3/8 and 1/2 in (formerly TOOL).



ORD 41-T-3135 | FSN 5120-240-5479

FUNNEL: glvd, flex tu w/strainer, 8 in tu, 1 qt cap.

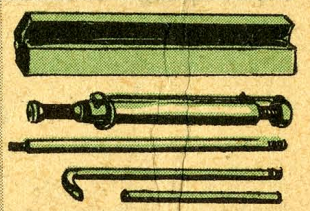


ORD 41-F-3592 | FSN 7330-223-8874

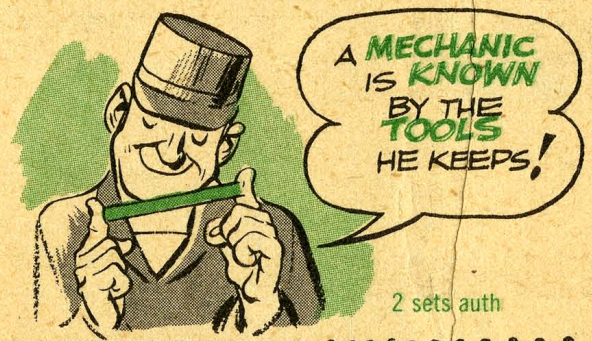
FUNNEL: glve, stght spout, w/o strainer 2-1/4 in spout, 2 qt cap.

ORD 41-F-3593 | FSN 7330-230-2397

GAGE, tension, cont points and brushes, calibrated 0 to 80 in 1 oz graduations, coil spg type, w/push rod and hook, in mtl case.

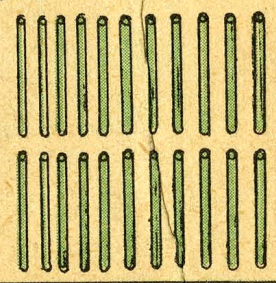


ORD 41-G-105 | FSN.....



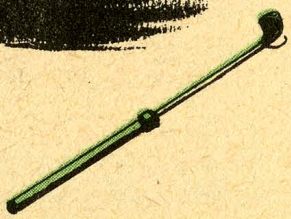
2 sets auth

GAGE STOCK SET, THICKNESS: 11 blades, 0.0015, 0.002, 0.003, 0.004, 0.005, 0.006, 0.007, 0.008, 0.010, 0.012 and 0.015 in, 12 in lg.



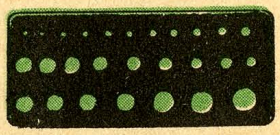
ORD 5280-267-3095 | FSN 5280-267-3095

GAGE, TIRE PRESSURE, SELF-CONTAINED: precision type calibrated 10 to 160 lb Range .



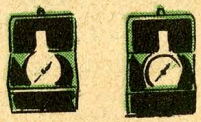
ORD 5280-267-3095 | FSN 4910-449-6579

GAGE, TWIST DRILL AND DRILL ROD: (for sizes 1/16 to 1/2 in by 1/64th).



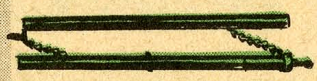
ORD 41-G-455 | FSN 5210-238-1923

GAGE, vacuum, carburetor adjusting, and fuel pump testing. 2 auth

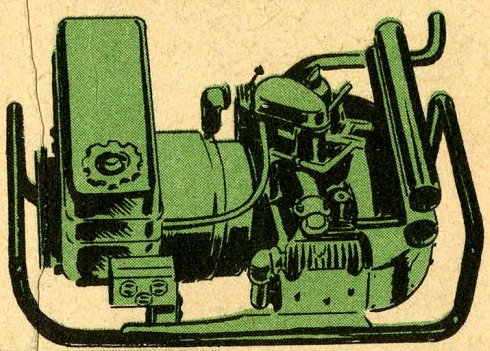


ORD 41-G-500 | FSN 4910-387-9582

GAGE, WHEEL ALIGNMENT: toe-in type.



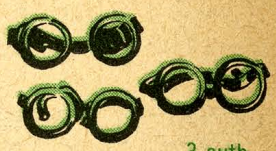
ORD 41-G-510 | FSN 5210-473-7106



GENERATOR SET, GASOLINE ENGINE: base mtd, 2 kw, 110 v, 1ph, 60 c

ENG 17-5122.320-600 | FSN 237-0224

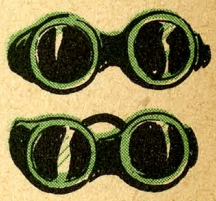
GOGGLES, eyecup, protective, chippers and grinders, impact resisting, f1 lens w/2 extra lens FS GGG-G-501.



3 auth

ENG 37-4458.300-100 | FSN 268-9741

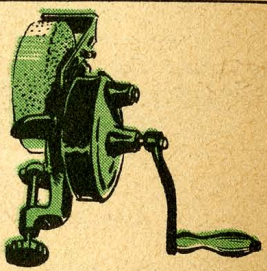
GOGGLES: eyecup, protective, over-spectacle type, welders, glare, f1 lens, w/cover and filter lenses FS GGG-G-511.



2 auth

ENG 37-4458.660-110 | FSN.....

GRINDING MACHINE, BENCH, HAND OPERATED: hv-duty, 6 x 1-1/4 in wheel.



ORD 41-G-872 | FSN 3425-241-3116

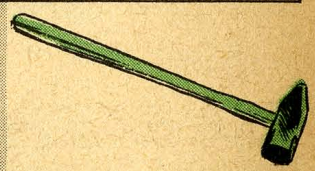
GUN, AIRBLOW: cleaning, 1/4 in male pipe thd inlet, w/30 deg female taper seat.

ORD 4940-241-3075 | FSN 4940-241-3075

HAMMER, HAND: blacksmith's, crosspeen, 3 lb.

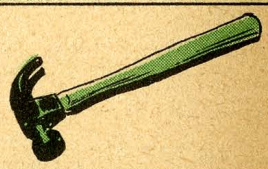
ORD 41-H-126 | FSN 5120-242-3915

HAMMER, HAND: blacksmith's sledge, crosspeen, 12 lb (formerly SLEDGE).



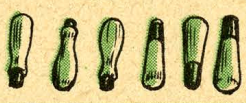
ORD 41-S-3706 | FSN.....

HAMMER, HAND: carpenter's, nailing, curved-claw, bell-faced, 1 lb.



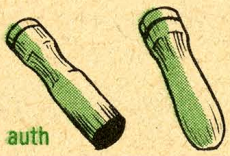
ORD 41-H-187 | FSN 5120-194-1633

HANDLE, FILE, WOOD: 1-1/4 in diam of hand grip. 6 auth



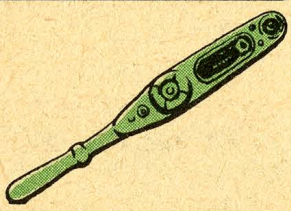
ORD 41-H-1116 | FSN 5110-263-0349

HANDLE, SOLDERING IRON, WOOD: 6-1/2 in aprx lgt, 1-1/2 in max diam. 2 auth



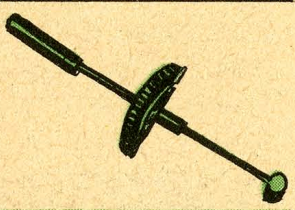
ORD 3375-263-0346 | FSN 3375-263-0346

HANDLE, SOCKET WRENCH: torque indicating, 1/2 in sq-drive, 175 ft lb cap (formerly WRENCH).



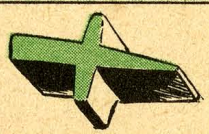
ORD 41-W-3631 | FSN.....

HANDLE, SOCKET WRENCH: torque indicating, 3/4 in sq-drive, 300 ft lb cap (formerly WRENCH).



ORD 41-W-3634 | FSN.....

HARDY: blacksmith's, sq-shk, 3/4 in shk, 1-7/8 in bit.

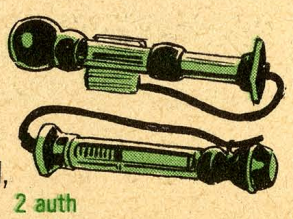


ORD 41-H-1561 | FSN.....

HOSE, air, ru, braided, 1/4 in ID, w/nonferrous female swv fittings having 1/4 in std pipe stght thd for taper seat nipple connections, 25 ft lg. 5 auth

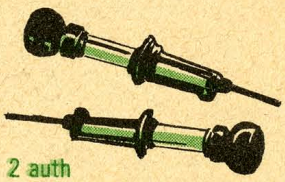
ORD 33-H-120 | FSN 4720-356-8557

HYDROMETER, syringe, antifreeze solution testing, two float type, minus 50°F to 160°F **Range** (for ethyl, alcohol, and ethylene-glycol). 2 auth



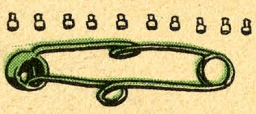
ORD 18-H-940 | FSN 6630-449-6609

HYDROMETER, syringe, lead-acid stor btry, w/2 identical floats, minus 65°F to plus 165°F temp Range 2 auth



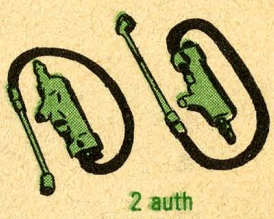
ORD 18-H-1241-20 | FSN.....

IGNITER, FRICTION: revolving file type, w/10 extra tips.



ORD 41-I-50 | FSN.....

INFLATOR-GAGE, PNEUMATIC TIRE: calibrated in 2-1/2 lb steps to 40 lb, and in 5 lb steps to 120 lb (formerly CHUCK-GAGE). 2 auth

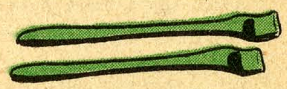


ORD 8-C-5300 | FSN.....

IRON, tire, curved type, 24 in lg. 2 auth

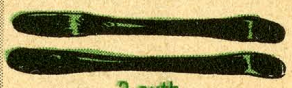
ORD 41-I-772 | FSN 5120-449-7071

IRON, tire, hand, univ, 18 in lg, 2 auth



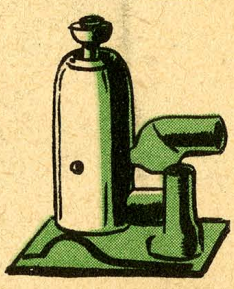
ORD 41-I-780 | FSN 5120-473-6328

IRON, tire, nonpinching, dble-end, 18 in lg. 2 auth



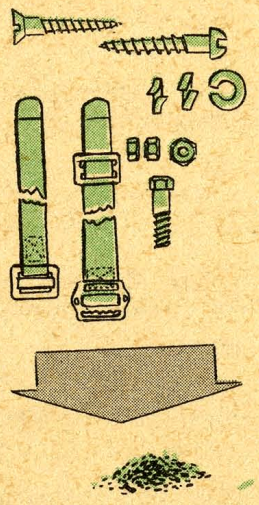
ORD 41-I-775 | FSN 5120-449-7073

JACK, HAND, HYDRAULIC: automobile and motor truck, w/ hdl, 12 ton cap, 11 in contracted ht, 16-1/4 in extended ht. 4 auth

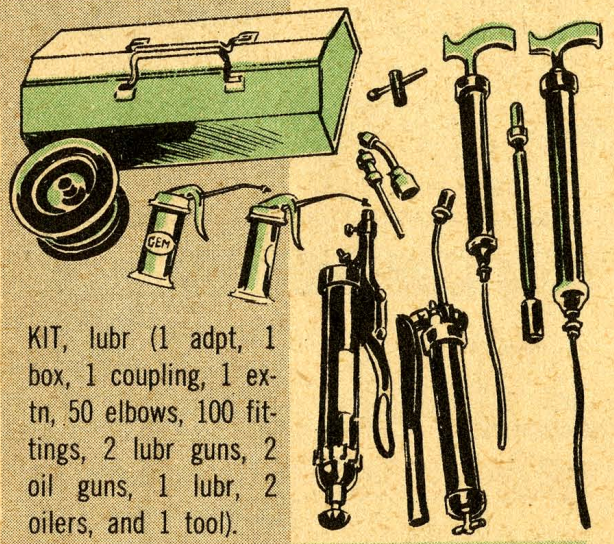


ORD 41-J-73-10 | FSN 5120-188-1789

KIT, hardware, installation, No. 2 (comm) Organizational (2d Echelon) Maint Shop Set Consists of: 33 bolts (various sizes), 1 clamp, 2 cable hooks, 33 nuts (various sizes), 10 pins, 18 reinforcing plates, 2 wood screws, flt hd, 2 wood screws, rd hd, steel bar-stock, 6 web straps, 33 lock washers (various sizes)

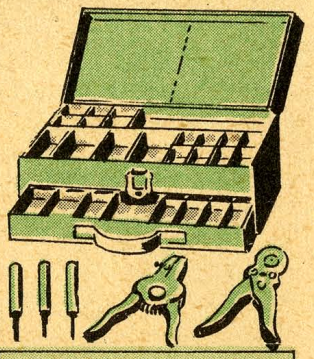


ORD H020-5701699 | FSN.....



KIT, lubr (1 adpt, 1 box, 1 coupling, 1 extn, 50 elbows, 100 fittings, 2 lubr guns, 2 oil guns, 1 lubr, 2 oilers, and 1 tool).

ORD 41-K-96-625 | FSN 4930-357-6301



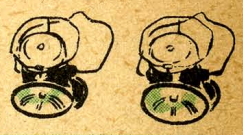
KIT, repair, elec connector (one stripper and cutter, three removers, and one pliers in mtl case).

ORD 41-K-103-100 | FSN 5935-708-3423

KNIFE, RUBBER CUTTING: 4 in taper pt.

ORD 41-K-557-50 | FSN 5110-242-3775

LANTERN, elec, general purpose, 6 v. w/lamps, w/o btry.



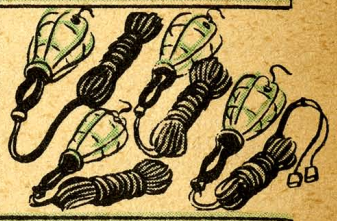
2 auth

SIG 6Z6914-290 | FSN 498-9408

LIFTER AND SCRAPER, btry term.

ORD 41-L-1431-200 | FSN 5110-357-6341

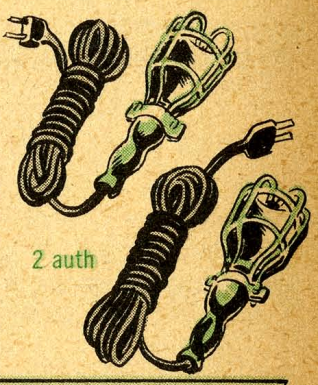
LIGHT, EXTENSION: elec, trouble, comp w/attachment and btry term clips, 6 v, 25 w, 15 ft.



4 auth

ENG 17-6625.400-150 | FSN 6230-268-9436

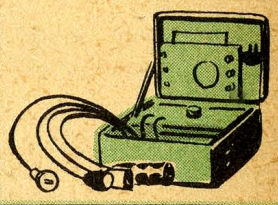
LIGHT, EXTENSION: elec, hand, w/med screw socket, lamp guard w/reflector and hook, hdl w/switch, std parallel blade plug and 2 cond, ru covered, NEC type S, No 16 AWG cord, w/o lamp, 25 ft lg.



2 auth

ENG 17-7047.075-250 | FSN 6230-239-3518

LIGHT, timing, power blue white lt, comb 6, 12 and 24 v vehicle btry operated (MIL Spec MIL-13009) (ORD).

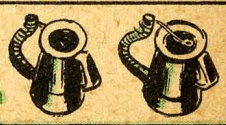


ORD 17-L-12936-300 | FSN 17-L-12936-300

LUBRICATING UNIT, POWER OPERATED: high pressure, 25 to 50 lb cap, w/3/8 in ID x 10 ft hose assy (formerly GUN).

ORD 40-G-503 | FSN 4930-704-3917

MEASURE: S, w/flex spout, 2 qt cap.



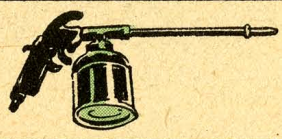
2 auth

ORD 41-M-941 | FSN 7330-233-6014

MEASURE: S, w/flex spout, 8 qt cap.

ORD 41-M-942 | FSN 7330-233-6016

OIL GUN, PNEUMATIC: curved neck, 32 oz cap (formerly CLEANER).



ORD 4930-222-2975 | FSN 4930-222-2975

PADLOCK, keyed individually, br body, 1-3/4 in w/2 keys. 2 auth

ENG 42-5752-475-102 | ORD H0008-0585702

PLIERS: angle nose, btry term, w/o cutter, 7 in lg.

ORD 41-P-1890 | FSN 5120-224-1537

PLIERS, brake key and snap ring, horse shoe type.

ORD 41-P-1572 | FSN 5120-473-6386

PLIERS, brake spg, removing and replacing.

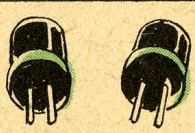
ORD 41-P-1579 | FSN 5120-387-9596

PLUG, attachment, dble outlet, non-watertight (OS-12-12 type II).

2 auth

ENG 17-7597.200-020 | FSN 5935-449-7177

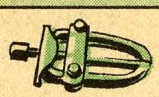
PLUG, attachment, sgl outlet, (OS-12-12 type III).



2 auth

ENG 17-7597.200-100 | FSN 5935-499-7176

PULLER, btry term and small gear, screw type.

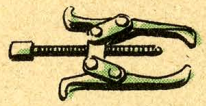


ORD 41-P-2900 | FSN 5120-449-7298

PULLER, gear and brg, rvrs jaws, 0-6 in diam cap, 3-1/4 in reach.

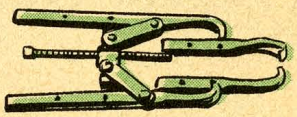
ORD 41-P-2912 | FSN.....

PULLER, gear and brg, rvrs jaws, 0-8 in diam cap, 5-1/2 in reach.



ORD 41-P-2911 | FSN 5120-473-6395

PULLER, gear and brg, univ, 0-12 in diam cap, 10 in reach.



ORD 41-P-2910 | FSN.....

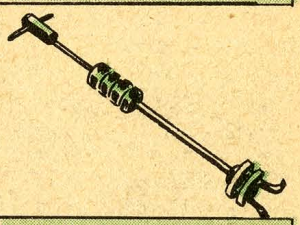
PULLER, steering gear arm, univ type.

ORD 41-P-2952 | FSN.....

PULLER, steering wheel, univ type.

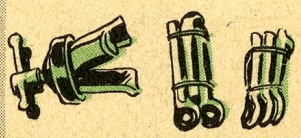
ORD 41-P-2954 | FSN 5120-422-8570

PULLER, univ, slide hammer type, rvrs, 3 jaw, 0 to 4 in outside R, 1-1/4 to 6 in inside R.

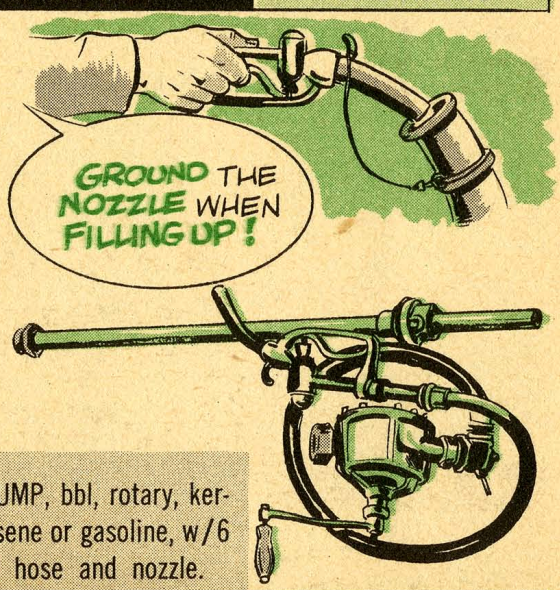


ORD 41-P-2957 | FSN.....

PULLER, wheel, univ, w/set of lg, short & sp jaws.

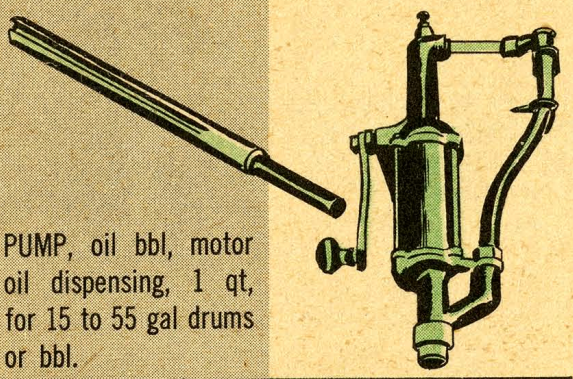


ORD 41-P-2960 | FSN 5120-449-3770



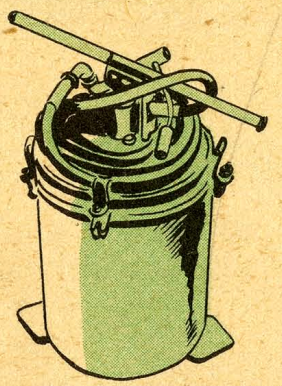
PUMP, bbl, rotary, kerosene or gasoline, w/6 ft hose and nozzle.

QMC 11-P-210 | FSN.....



PUMP, oil bbl, motor oil dispensing, 1 qt, for 15 to 55 gal drums or bbl.

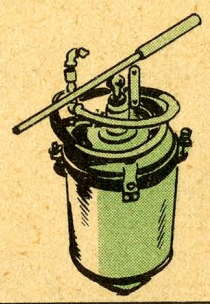
QMC 11-P-600 | FSN.....



PUMP, BUCKET, LUBRICATING: hand operated, high pressure, 25 to 50 lb cap, w/3/8 in ID x 10 ft lg hose assy (formerly GUN).

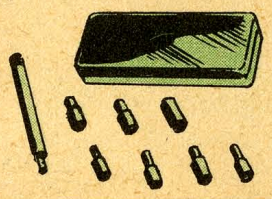
ORD 41-G-1374 | FSN 4930-244-4859

LUBRICATION IS THE HEART OF GOOD MAINTENANCE



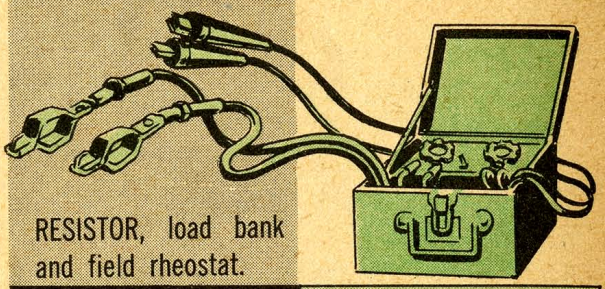
PUMP, BUCKET, LUBRICATING: hand operated, low pressure, 25 to 50 lb cap, w/3/8 in ID x 5 ft lg hose assy (formerly GUN).

ORD 41-G-1425 | FSN 4930-244-4860



PUNCH SET, gasket cutting, hollow, seven punches w/mandrel in case, 1/4 to 5/8 in diam cut by 16 ths.

ORD 41-P-3724 | FSN.....

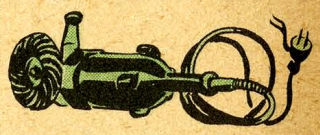


RESISTOR, load bank and field rheostat.

ORD 5905-356-7995 | FSN 5905-356-7995

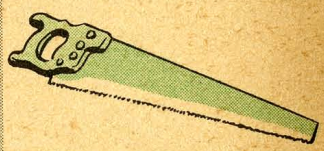
REMOVER AND REPLACER, tire lock ring, 18-1/2 in lg.

ORD ..... | FSN 5120-359-6552



SANDER, ELECTRIC: ptbl, disc type, 115v, univ cur, 7 in disr.

ORD 40-S-28 | FSN.....

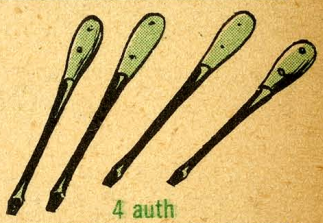


SAW, CROSSCUT, HAND: skew back, 8 points per in, 24 in lg.

ORD 41-S-185 | FSN.....

SCREEN, HEADLIGHT BEAM ADJUSTMENT: 10 ft wd x 42-1/2 in high flex hor line.

ORD 41-S-990 | FSN 4910-240-7529



SCREWDRIVER, COMMON: integral hdl, 10 in blade, 7/16 in tip, 16-1/2 in lg.

4 auth

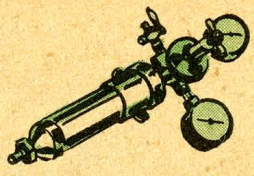
ORD 41-S-1078 | FSN 5120-222-8872

SCREWDRIVER, SET, recessed screw (Phillips type) four comm and two offset screwdrivers.

2 sets auth

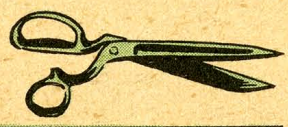
ORD 41-S-1630 | FSN 5120-357-7174

SEPARATOR, OIL AND WATER, SPRAY GUN: w/1 regulator.



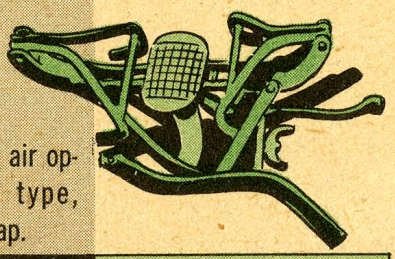
ORD 4940-242-4100 | FSN 4940-242-4100

SHEARS, FABRIC CUTTING, HAND: bent trimmers 6 in cut, 12 in lg.



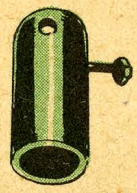
ORD 41-S-2855 | FSN.....

SPREADER, tire, air operated, floor type, 14.00-24 tire cap.



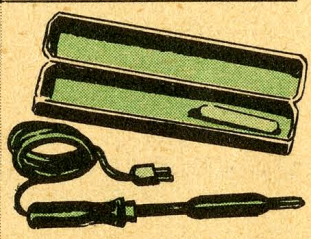
ORD 40-S-2589-900 | FSN.....

SOCKET WRENCH, STUD REMOVER AND SETTER: 1/2 in sq-drive, 1/4 to 5/8 in cap.



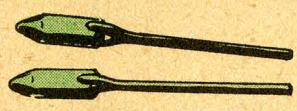
ORD 41-S-2390 | FSN.....

SOLDERING IRON ELEC: 125 w, 115 v, 3/8 in min to 3/4 in max tip diam, w/extra tip and mtl case (formerly IRON).



ORD 41-I-687 | FSN 3375-223-2539

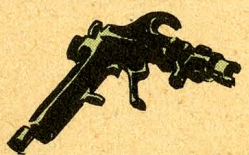
SOLDERING IRON, NON-ELECTRIC: py pt, 1 lb formerly IRON).



2 auth

ORD 3375-224-7510 | FSN 3375-224-7510

SPRAY GUN, PAINT: siphon feed, non-bleeder type, 7 cfm (formerly GUN).

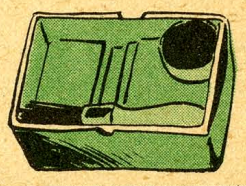


ORD 40-G-530 | FSN 4910-261-8415

STENCIL SET, adjustable lock edge type, br, w/dry type ink, letters and figures 1 in high.

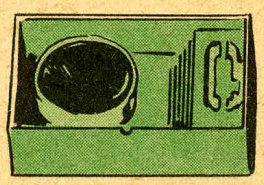
ORD 42-S-21910 | FSN.....

STENCIL SET, adjustable lock edge type, br, w/dry type ink, letters and figures 2 in high.



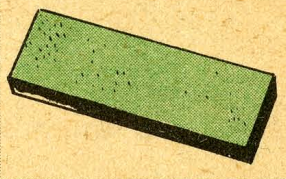
ORD 42-S-21920 | FSN.....

STENCIL SET, adjustable lock edge type, br, w/dry type ink, letters and figures 4 in high.



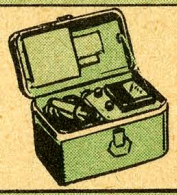
ORD 42-S-21930 | FSN.....

STONE, SHARPENING: un-mtd, artificial, rect, coarse and fine comb, 1 x 2 x 8 in.



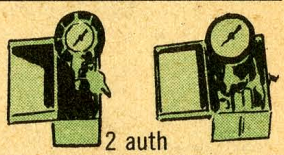
ORD 41-S-5416 | FSN 5345-260-0759

TACHOMETER, engine, elec, 0-4000 rpm R, w/o batteries.



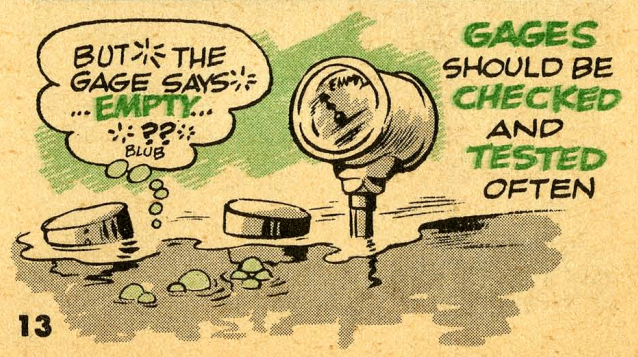
ORD 18-T-231 | FSN.....

TESTER, CYLINDER COMPRESSION: direct type (formerly GAGE).

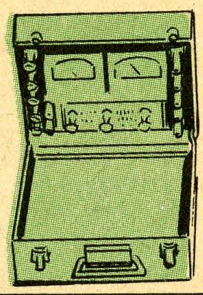


2 auth

ORD 41-G-124 | FSN 4910-250-2423



TESTER, low voltage ckt, voltage R 0-1, 0-10, 0-50, 0-100, amp R 3-0-10, 15-0-50, 30-0-100, 150-0-500, 300-0-1000 (for testing gr, starter, regulators and wiring).

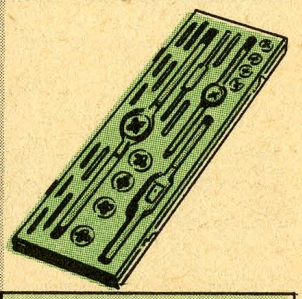


ORD 17-T-5575-50 | FSN 6625-356-8269

THREADING SET, bolt and screw, NC, w/rd adjustable split dies, stocks, taps, and wrenches, 1/4-20NC to 1-8NC, 24 pc in case.

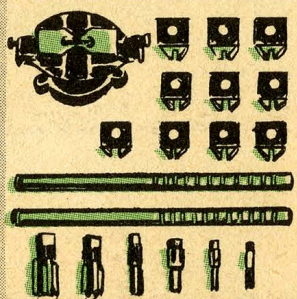
ORD 41-T-1895 | FSN 5180-448-2362

THREADING SET, bolt and screw, NF, w/rd adjustable split dies, stocks, taps, wrenches, 1/4-28NF to 1-14NF, 24 pc in case.



ORD 41-T-1925 | FSN 5180-422-4975

THREADING SET, pipe, NPT, w/rect adjustable dies, stk, wrench, adjustable guide, and taps, 1/8-27 NPT to 1-11 1/2 NPT, 13 pc in case.

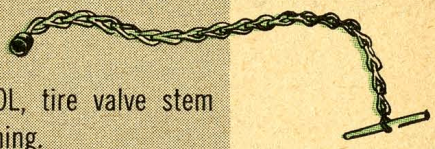


ORD 41-T-2023 | FSN.....

TOOL, tire probing.

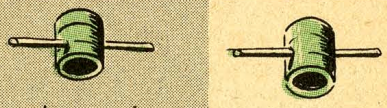
ORD 41-T-3374 | FSN 5120-449-8047

TOOL, tire valve stem fishing.



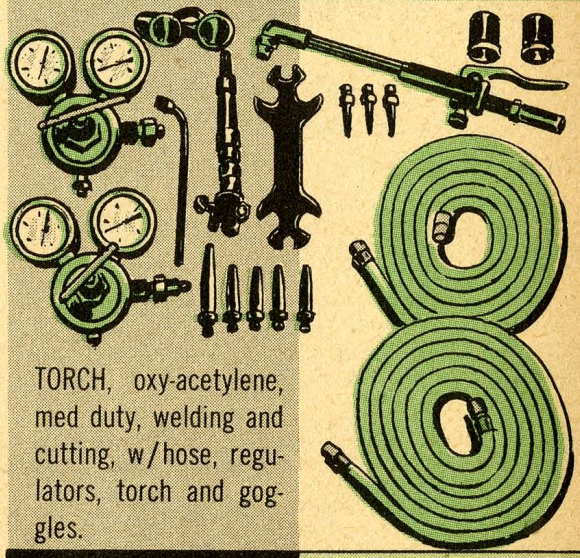
ORD 41-T-3378 | FSN 5120-423-2346

TOOL, valve repair.



2 auth

ORD 41-T-3382-20 | FSN 5120-387-9642



TORCH, oxy-acetylene, med duty, welding and cutting, w/hose, regulators, torch and goggles.

ORD 41-T-3785 | FSN .....

TUBE, BLEEDER, HYDRAULIC BRAKE: w/ connections, No. 10-32NF-3 male and 1/4-28NF-3 male, 18 in lg.

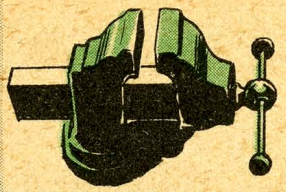
4 auth

ORD 41-T-4170 | FSN 4910-533-8493

UNIVERSAL JOINT, SOCKET WRENCH: 3/4 in sq-drive.

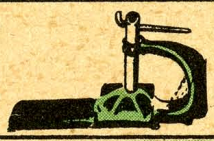
ORD 41-J-382 | FSN 5120-228-9348

VISE, MACHINIST'S: bench, swv-base, stationary jaw, 4 in jaw wd, 5-1/2 in jaw opng.



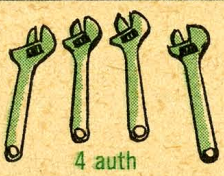
ORD 41-V-276 | FSN 5120-243-1371

VULCANIZER, HOT PATCH: bench mtd, clamp type.



ORD 4970-243-3130 | FSN 4970-243-3130

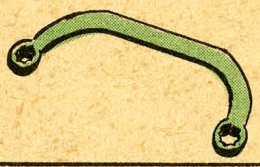
WRENCH, adjustable, sgl open end, 1-5/16 in jaw opng, 12 in lg.



4 auth

ORD 41-W-488 | FSN.....

WRENCH, BOX: dble-hd, 12 pt, half moon, 9/16 and 5/8 in opngs.

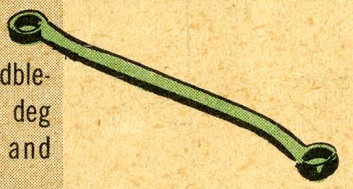


ORD 41-W-635 | FSN 5120-222-1596

WRENCH, BOX: dble-hd, 12 pt, half moon, 5/8 and 3/4 in opngs.

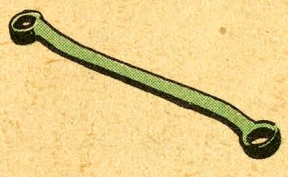
ORD 41-W-636 | FSN 5120-222-1597

WRENCH, BOX: dble-hd, 12 pt, lg, 15 deg offset, 1-1/16 and 1-1/8 in opngs.



ORD 41-W-619-678 | FSN 5120-184-8675

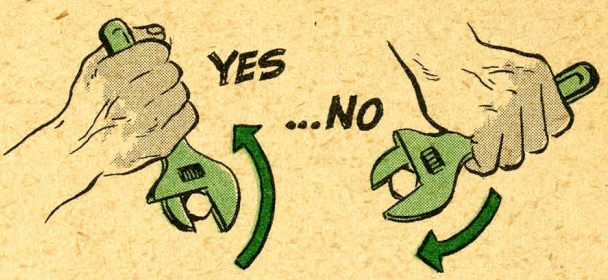
WRENCH BOX: dble-hd, 12 pt, lg, 15 deg offset, 1-1/4 and 1-3/8 in opngs.



ORD 41-W-619-698 | FSN 5120-184-8677

WRENCH, DRAIN PLUG.

ORD 41-W-875 | FSN 5120-222-1398

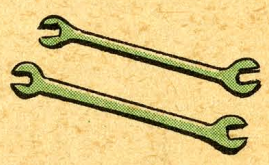


WRENCH, OPEN END, ADJUSTABLE: sgle-hd, 1-1/2 in jaw opng, 10 in lg.

4 auth

ORD 41-W-487 | FSN 5120-449-8083

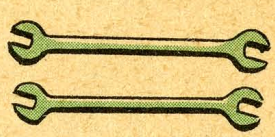
WRENCH, OPEN END, FIXED: tappet, dble-hd, 15 deg angle 7/16 and 1/2 in opngs.



2 auth

ORD 41-W-3573 | FSN 5120-184-8620

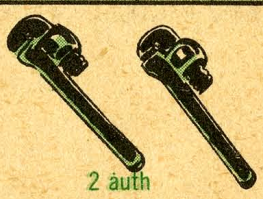
WRENCH, OPEN END, FIXED: tappet, dble-hd, 15 deg angle, 9/16 and 5/8 in opngs.



2 auth

ORD 41-W-3579 | FSN 5120-184-8221

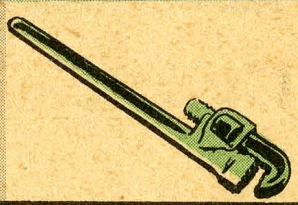
WRENCH, PIPE, ADJUSTABLE: hv-duty, 1/4 to 1 in pipe cap, 10 in lg.



2 auth

ORD 41-W-1662 | FSN 5120-240-5331

WRENCH, PIPE, ADJUSTABLE: hv-duty, 1 to 2 in pipe cap, 18 in lg.

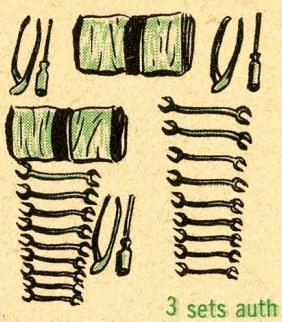


ORD 41-W-1664 | FSN 5120-357-8711

WRENCH, SPANNER, HOOK: adjustable, 3/4 to 2 in circle diam.

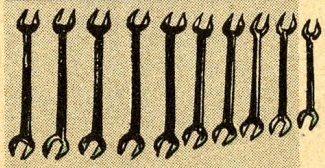
ORD 41-W-3249-900 | FSN 5120-449-8235

WRENCH SET, elec, midget, dble open end, 15 and 60 deg angles w/ignition pliers and screwdriver, 11 pc in leatherette roll.

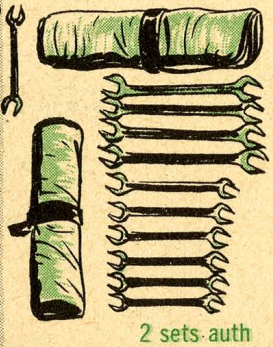


3 sets auth

ORD 41-W-900 | FSN.....

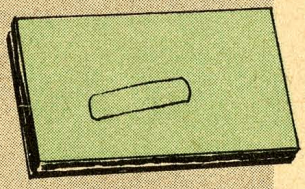


WRENCH SET, engr's, dble open end, 15 deg angle, alloy-S, 3/8 to 1-1/8 in opngs, 10 wrenches in roll.

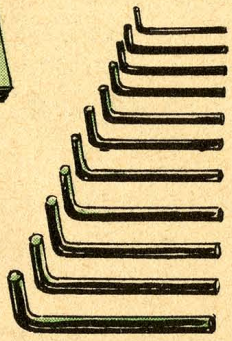


2 sets auth

ORD 41-W-982-20 | FSN 5120-422-8594

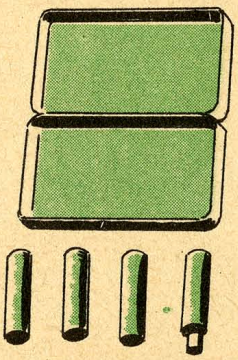


WRENCH SET, set or cap screw (hollow-hd), hex, plug type, reg short arm series, 5/64 in, 11 wrenches in box.

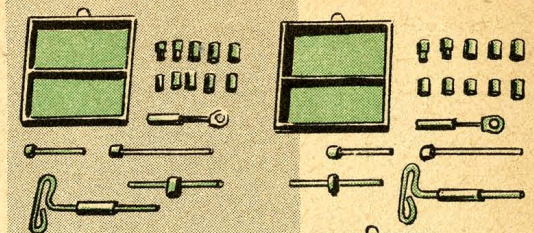


ORD 41-W-2418 | FSN 5180-523-9817

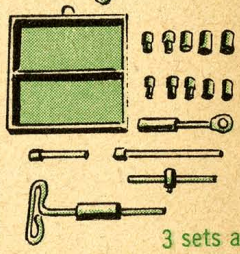
WRENCH SET, socket, 1/2 in sq-drive, 12 pt, deep, 1/2 to 7/8 in opngs, 8 wrenches in box.



ORD 41-W-2995 | FSN 5180-357-8905

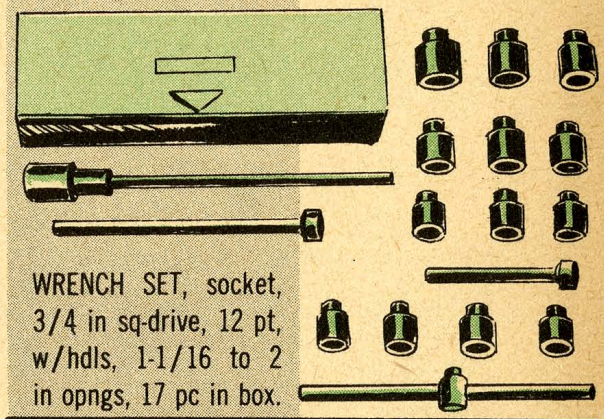


WRENCH SET, socket, 1/4 in sq-drive, 6 and 8 pt, w/handles, 3/16 to 7/16 in, 6 pt, 1/4 to 5/16 in, 8 pt opngs, 15 pc in box.



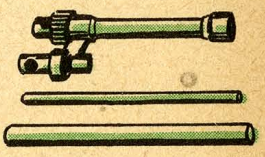
3 sets auth

ORD 41-W-2614-110 | FSN 5180-357-8810



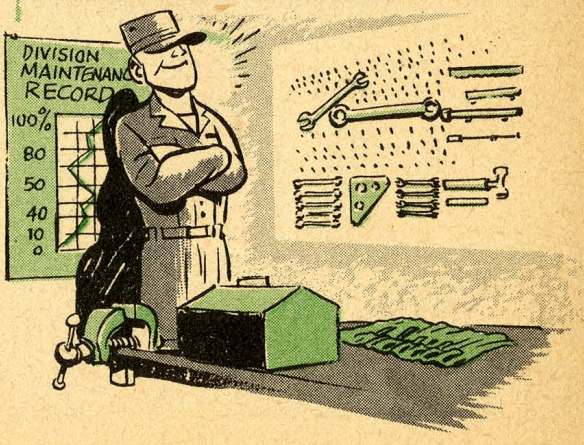
WRENCH SET, socket, 3/4 in sq-drive, 12 pt, w/hdls, 1-1/16 to 2 in opngs, 17 pc in box.

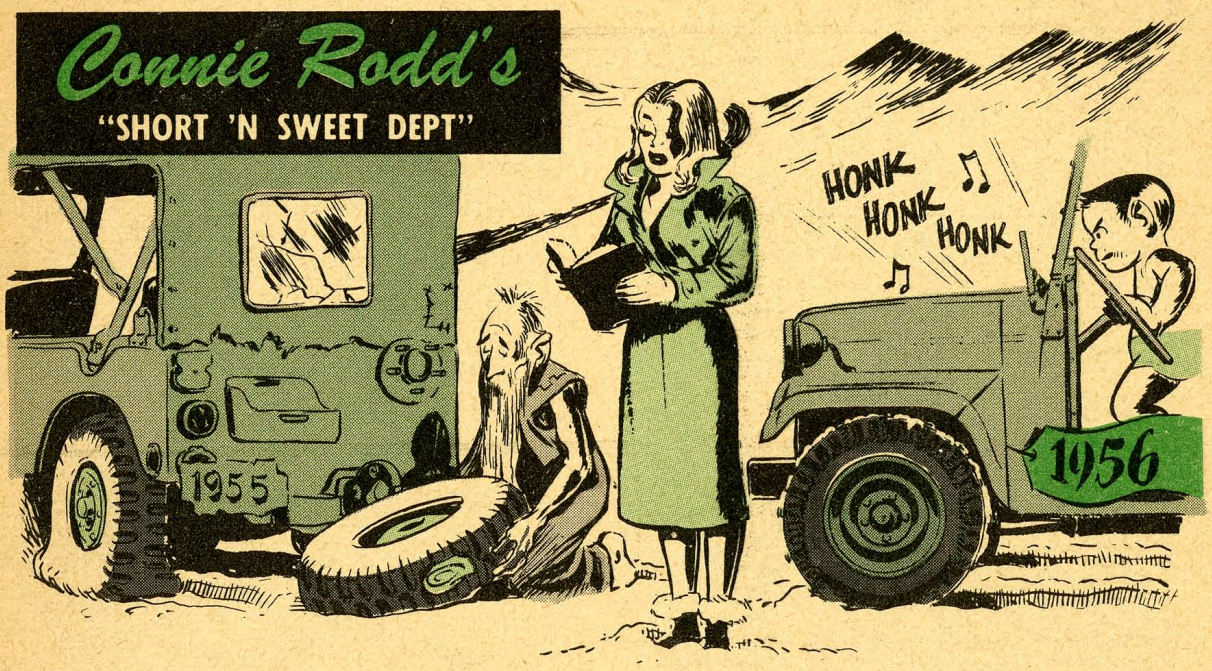
ORD 41-W-2620 | FSN 5180-357-8822



WRENCH SET, wheel (Budd) stud nut, gear type, w/36 in tubr hdl and 20 in bar hdl, supersedes ORD 41-W-3830

ORD 41-W-3830-10 | FSN.....

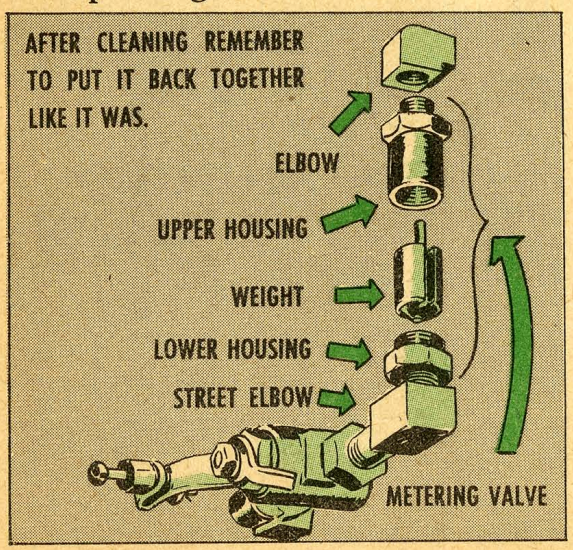




Hey, there--

You with the M-model vehicles!

If you've got a 1/4- or 3/4-ton 4x4 truck or a 2-1/2- or 5-ton 6x6 truck, then make sure you're cleaning the crankcase-ventilator-valve (alias Donaldson or metering valve) used on the engines of these trucks. They need a cleaning every six months or 6000 miles, whichever comes first, under normal operating conditions.



How do you do it? First, remove the crankcase-ventilator-valve-assembly from the engine. Clamp the valve-body snug in a vise and unscrew the valve-retaining-nut. (Watch how you take this apart so you can put it back together like it was).

Wash the valve, seat, and all orifices with dry-cleaning solvent or volatile mineral spirits to remove any carbon or gum. Check and clean all connecting tubes or lines.

Put the valve and spring in the valve-body and put the retaining-nut back on. Then put the assembly back on the crankcase.

A plea

P-u-h-l-e-e-z-e read your vehicle's caution plates. Got good information there, if you interpret it right.

For example, a plate in the M38A1 Jeep says the vehicle can be driven in second gear and high range up to 40-

MPH. O'course, this doesn't mean running your engine continually in second gear—engine wear'll multiply faster than rabbits, because your engine'll be running at a higher speed than in high gear.

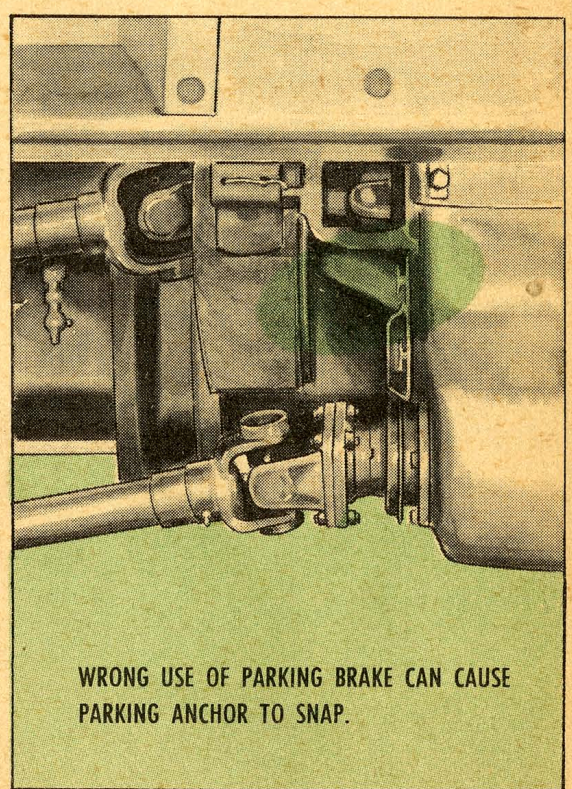
But it's good to know this li'l fact when you hit that hilly country and your engine begins laboring in high gear. By shoving her into second, you can hit up to 40-MPH without your engine overloading itself. It also increases the life of your engine by keeping the operating temperature at a normal 180 degrees and eliminates a lot of spark plug troubles.

Anchors away

It's usually the simple things that cause the biggest pains. Take that parking brake in your M133 series 2-1/2-ton trucks, for example.

Most guys know that they're not supposed to move their truck unless that parking brake's released and that they're not supposed to use that brake to stop, except in emergencies. But a lot of guys are forgetting the simple—and are getting nothing but pains.

When that parking brake is used wrong, one terrific strain is put on the parking anchor, which is part of the transfer, and it can snap. When this happens, your handbrake goes kaput.



WRONG USE OF PARKING BRAKE CAN CAUSE PARKING ANCHOR TO SNAP.

So, take a tip—make sure that handbrake's released whenever you move your truck, and use it wisely like it tells you in the TM 9-819A. O'course, if that anchor's breaking for no good reason, get a UER off immediately—if not sooner.

Plug it up

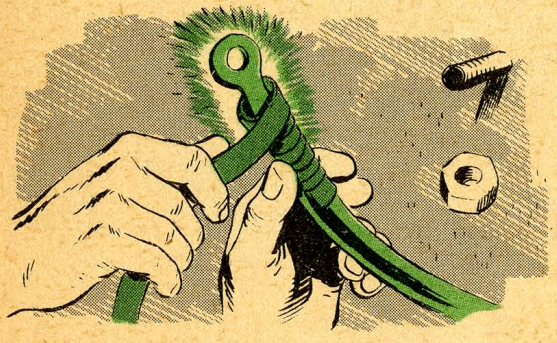
Take a peek at the underside of the flywheel housing cover on your M133 series 2-1/2-ton trucks. There should be a drain plug tapped in.

The word is that you're to leave that plug in the cover at all times. You'll remove it only after fording and every time your truck gets a C service. This'll let all that water and oil that's trapped up in there drizzle out.

If you haven't got a plug tapped in, shuffle your truck back to Ordnance and get them to do the job. MWO Ord G749-W23 gives them the word.

Removing hot sparks

When you begin fussing with those batteries in your tank, there's one thing you've got to remember—**both** hull ground cables have to be handled first or you may set your tank on its turret.



Every time you remove the battery covers on your light tanks, your M46A1 medium tank and your M47 medium tank, or when you unscrew the battery hold-down clamps on your M48 medium tank, you've got to disconnect and tape the ground cable first. When messing with the battery covers on the T43, take the ground cables off at the battery.

Each pair of batteries in your tank is connected in parallel. So, disconnecting the ground strap of one pair isn't going to do much good. You'll still have 24-volts streaming thru the system because the other set's grounded.

All you've got to do to be safe is unscrew the cables where they're grounded to the hull and tape the ends. Then remove the covers or hold-down bracket by lifting them straight up—after you unscrew the hold-down clamps.

This dope will be in future manuals.

The ground cables are the last things you hook up when putting batteries back into your tank.

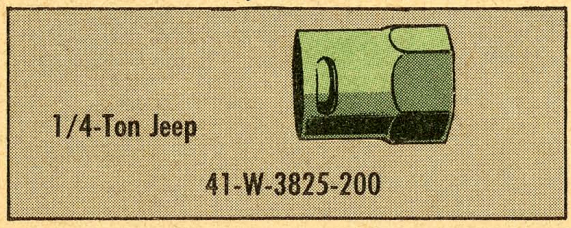
Sparks and gasoline in your hull can become closer than Romeo and Juliet. Follow the ground cable removal method and save yourself a hot seat.

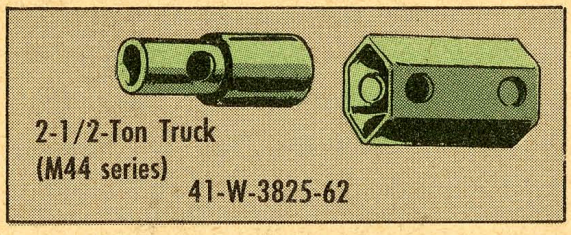
Are your wheel-bearing adjusting-nuts being chewed up for no reason you can figure out? If so, maybe you're using the wrong tool on them.

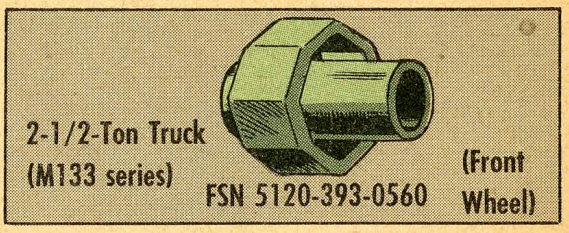
To save those nuts from dangling on a stripped thread, there's only one tool to use. That's the wheel-bearing nut-wrench listed in the organizational tool section of all your SNL's.

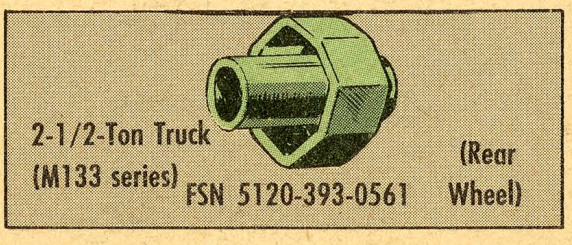
Here's a chart showing the Ordnance stock numbers of those wrenches for your M-series vehicles. If you've got them, fine—use them. If not, better get them from supply. It's a wise man who uses his tool right.

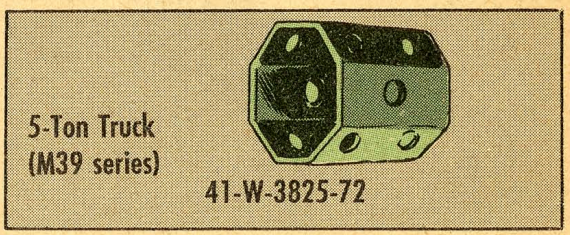
WHEEL - BEARING NUT - WRENCHES
(Ordnance Stock Numbers:)



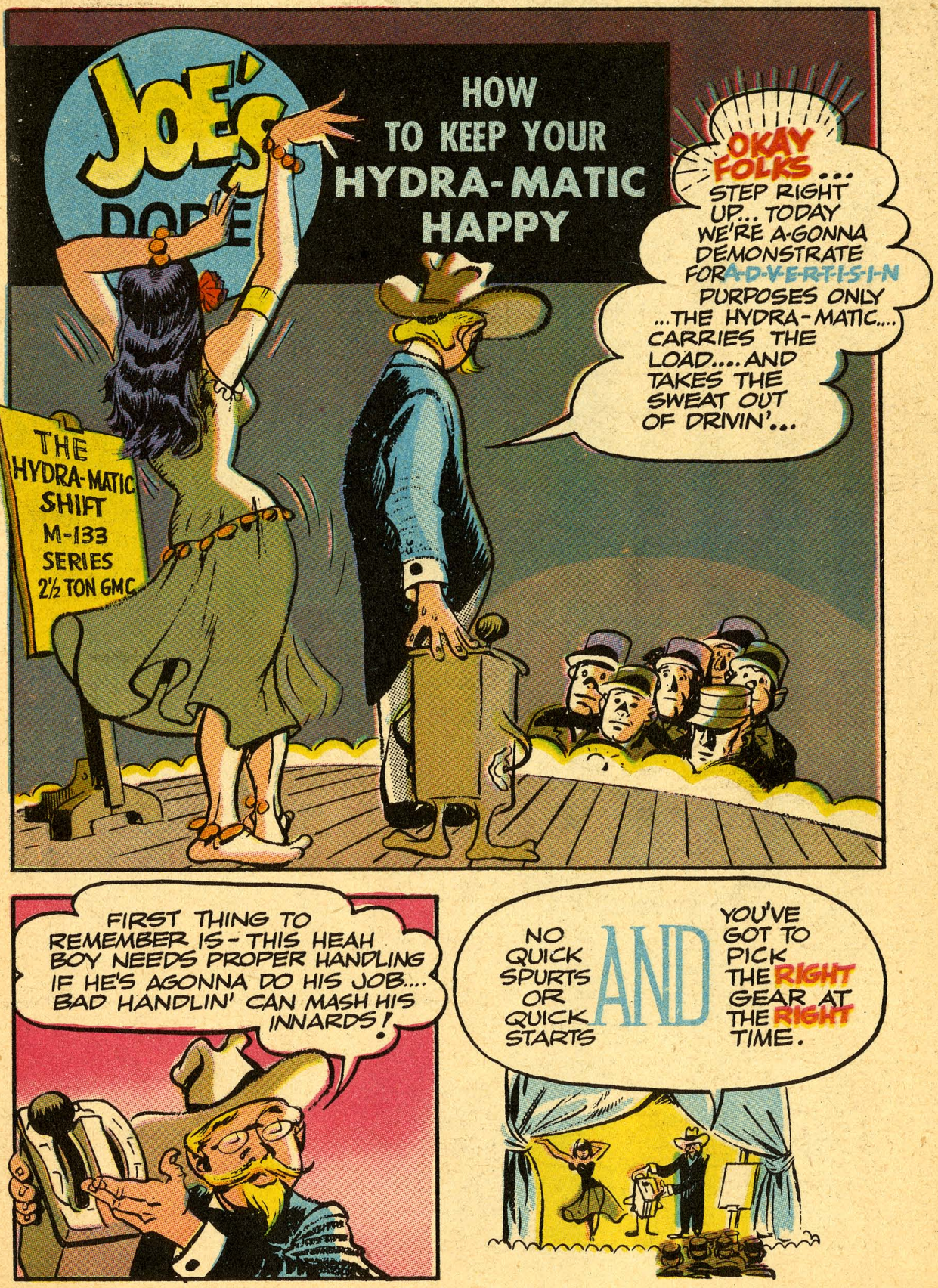


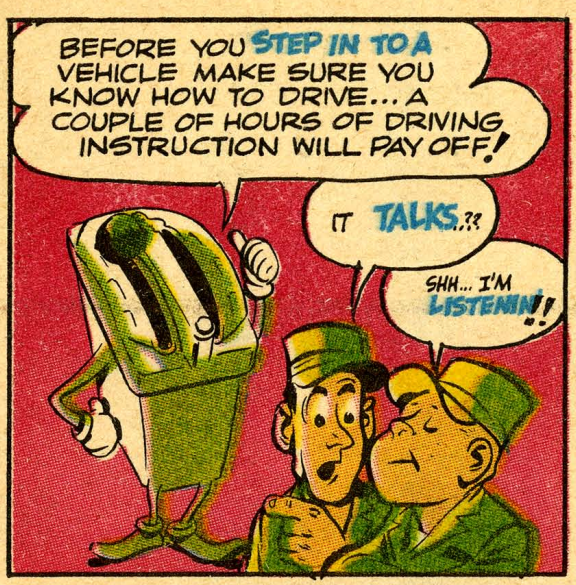




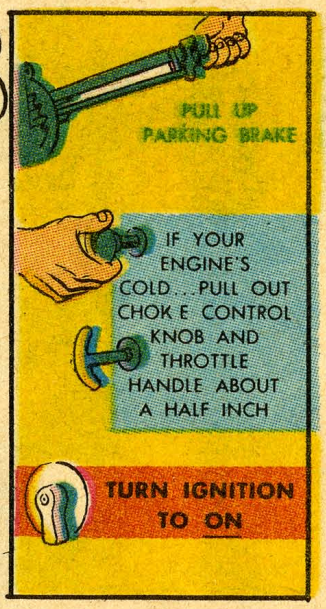


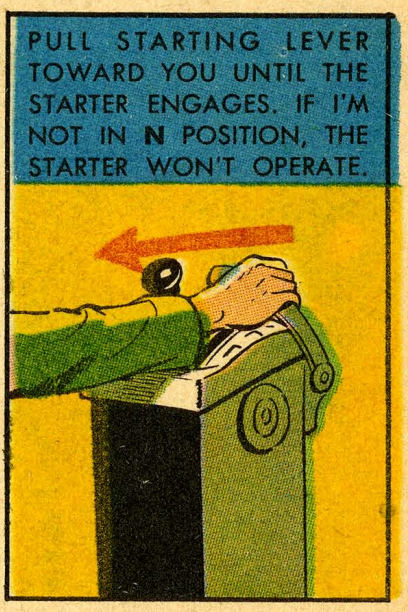
Make your bearing adjustment according to the poop in your TM's.


JOE'S
HOW TO KEEP YOUR HYDRA-MATIC HAPPY
OKAY FOLKS... STEP RIGHT UP... TODAY WE'RE A-GONNA DEMONSTRATE FOR A-D-V-E-R-T-I-S-I-N PURPOSES ONLY ...THE HYDRA-MATIC.... CARRIES THE LOAD.... AND TAKES THE SWEAT OUT OF DRIVIN'...
THE HYDRA-MATIC SHIFT M-133 SERIES 2½ TON GMC
FIRST THING TO REMEMBER IS - THIS HEAH BOY NEEDS PROPER HANDLING IF HE'S AGONNA DO HIS JOB.... BAD HANDLIN' CAN MASH HIS INNARDS!
NO QUICK SPURTS OR QUICK STARTS
AND
YOU'VE GOT TO PICK THE RIGHT GEAR AT THE RIGHT TIME.

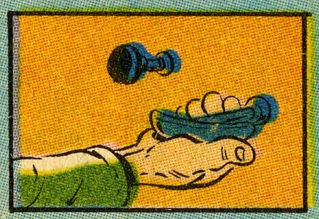


HOW TO START THE HYDRA-MATIC



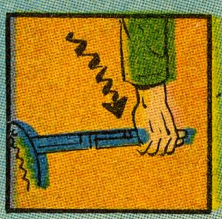


AFTER THE ENGINE STARTS

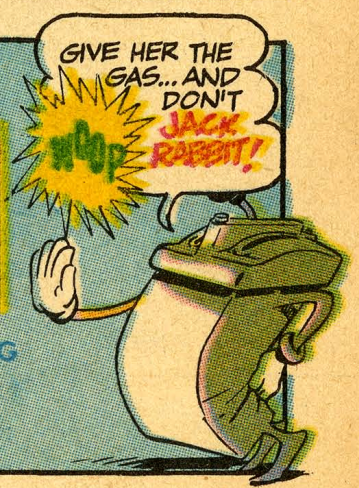


ADJUST THE CHOKE AND HAND THROTTLE TO EVEN IDLING SPEED...

SHIFT ME INTO PROPER RANGE AND DRIVE...



RELEASE PARKING BRAKE...



NOW WE GET INTO THE MEAT OF THIS DEAL... ACTUALLY THE ONLY WAY YOU'LL GET TO KNOW HOW TO HANDLE A HYDRA-MATIC IS TO DRIVE ONE.... AFTER YOU'VE GOT THE THEORY DOWN PAT!
SO BEFORE YOU GET UNDER WAY, LET'S GET ON TO THE WAY THIS GADGET WORKS... YOU'LL NOTE I'M DIVIDED INTO HALF BY A HORSESHOE-LIKE SLOT. EACH SIDE HAS A PURPOSE.
N
N
LEVEL
F-1
F-2
HILLY
LEVEL
HILLY
HIGH RANGE
R
LOW RANGE
I GOT CONNIE RODD TO DO A PIN-UP FOR YOU. KEEP IT WHERE IT'LL DO THE MOST GOOD.

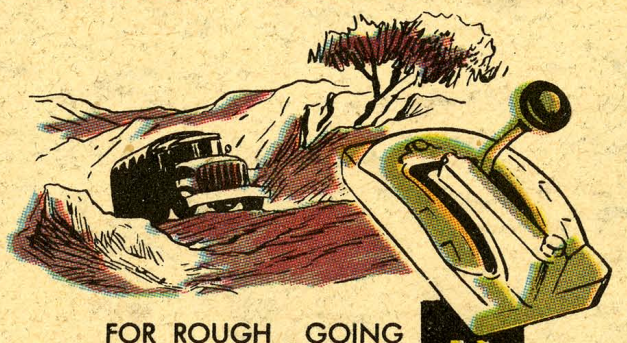
JOE'S
Dope Sheet
Your best friend is your Hydra-Matic.
To avoid wear and transmission static,
Keep this chart in your brain
For all kinds of terrain
So your driving will not be
erratic.
WE HAVE THE WORLD'S BEST EQ

JOE'S Dope Sheet
Your best friend is your Hydra-Matic.
To avoid wear and transmission static,
Keep this chart in your brain
For all kinds of terrain
So your driving will not be erratic.
WHAT TO USE AND WHEN
F-1 HIGH
FOR EASY GOING, TRANSMISSION DOES ALL THE SHIFTING FOR YOU
FOR ROUGH GOING WHEN ROLLING SPEED FALLS BELOW 15 MPH.
F-1 LOW
SPEED LIMIT
CAUTION
15 MPH IS TOP SPEED FOR LOW RANGE...GET INTO HIGH FOR FASTER SPEEDS
F-2 HIGH
FOR HILLS—ESPECIALLY DOWN; TO ACT AS "BRAKE"; TO KEEP YOUR TRANSMISSION FROM "HUNTING"
FOR VERY STEEP HILLS ON GOOD ROADS AND RUGGED CROSS-COUNTRY HILLS . . . . . USE IT FOR GOING UP AND DOWN
F-2 LOW
HIGH
REVERSE
LOW
REVERSE
TAKE IT EASY, DON'T PULL LEVER WHILE 'Y'R MOVING OR YOU'LL SURELY GET SOCKED WITH A STATEMENT OF CHARGES.
WE HAVE THE WORLD'S BEST EQUIPMENT...Take care of it

WHAT TO USE AND WHEN

F-1 HIGH

FOR EASY GOING, TRANSMISSION DOES ALL THE SHIFTING FOR YOU



FOR ROUGH GOING WHEN ROLLING SPEED FALLS BELOW 15 MPH.

F-1 LOW

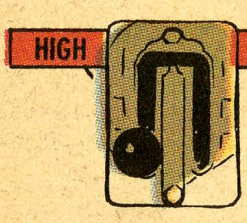
CAUTION 15 MPH IS TOP SPEED FOR LOW RANGE...GET INTO **HIGH** FOR FASTER SPEEDS

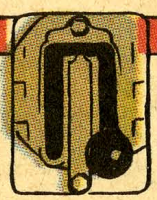
F-2 HIGH

FOR HILLS—ESPECIALLY **DOWN**; TO ACT AS "BRAKE"; TO KEEP YOUR TRANSMISSION FROM "HUNTING"

FOR VERY STEEP HILLS ON GOOD ROADS AND RUGGED CROSS-COUNTRY HILLS . . . . . USE IT FOR GOING UP AND **DOWN**

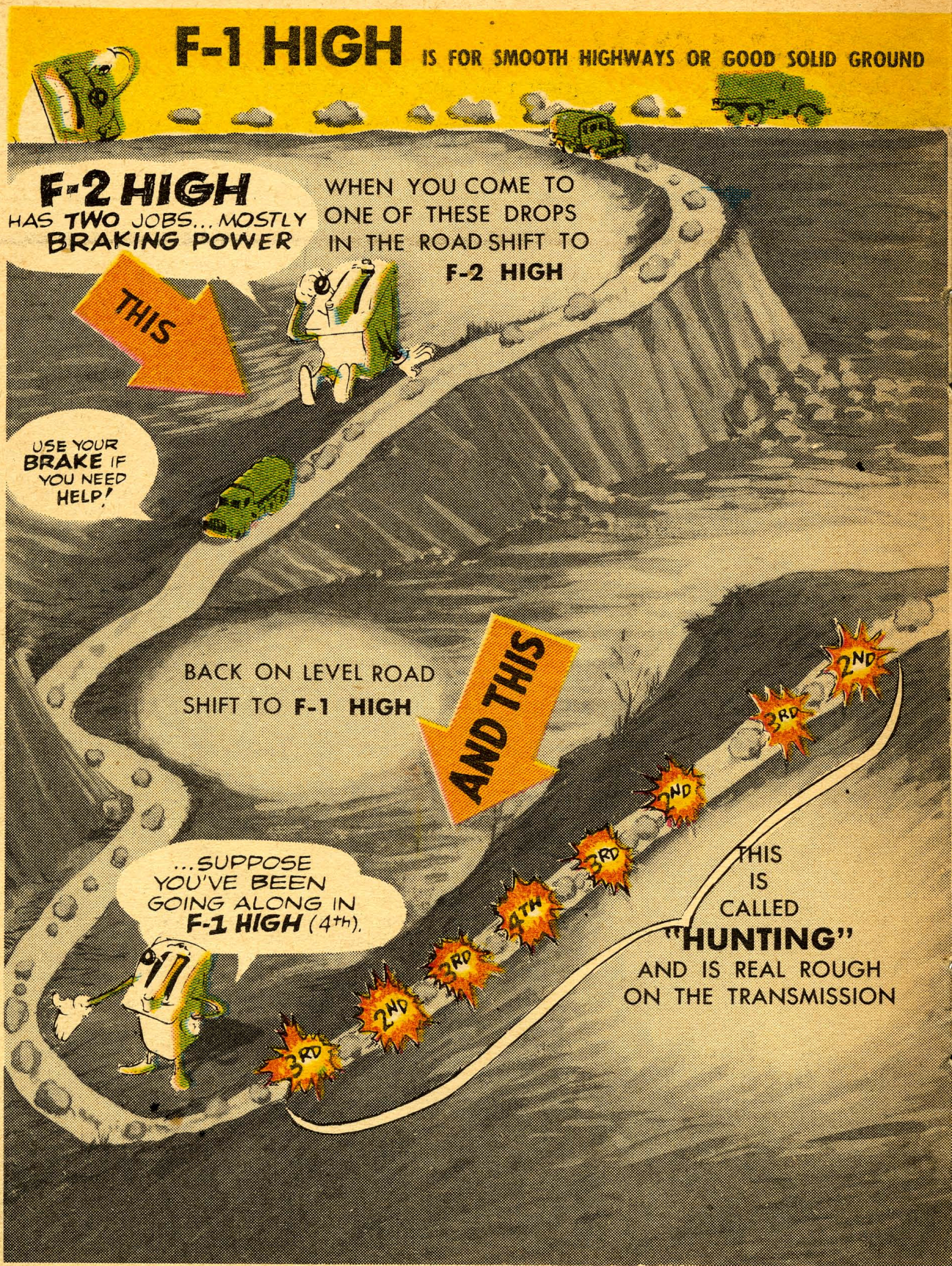
F-2 LOW



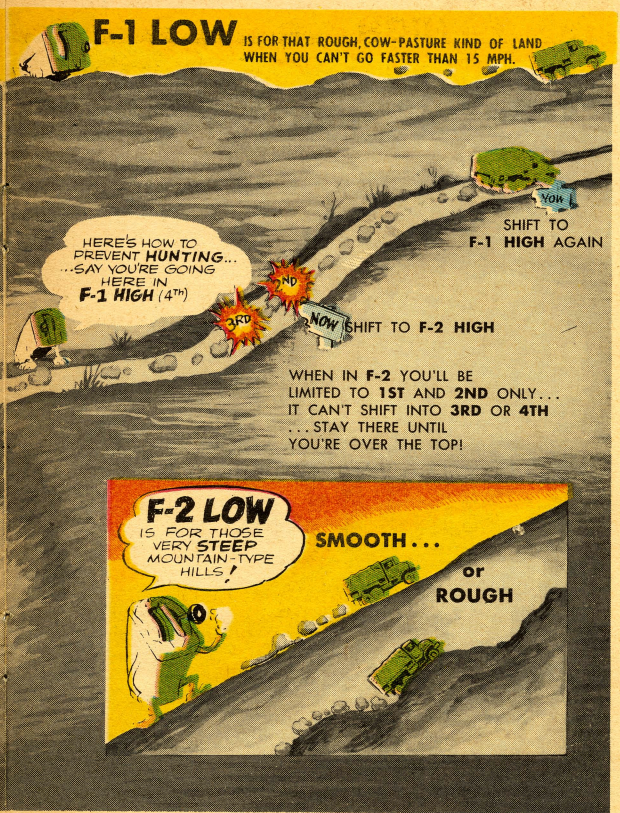


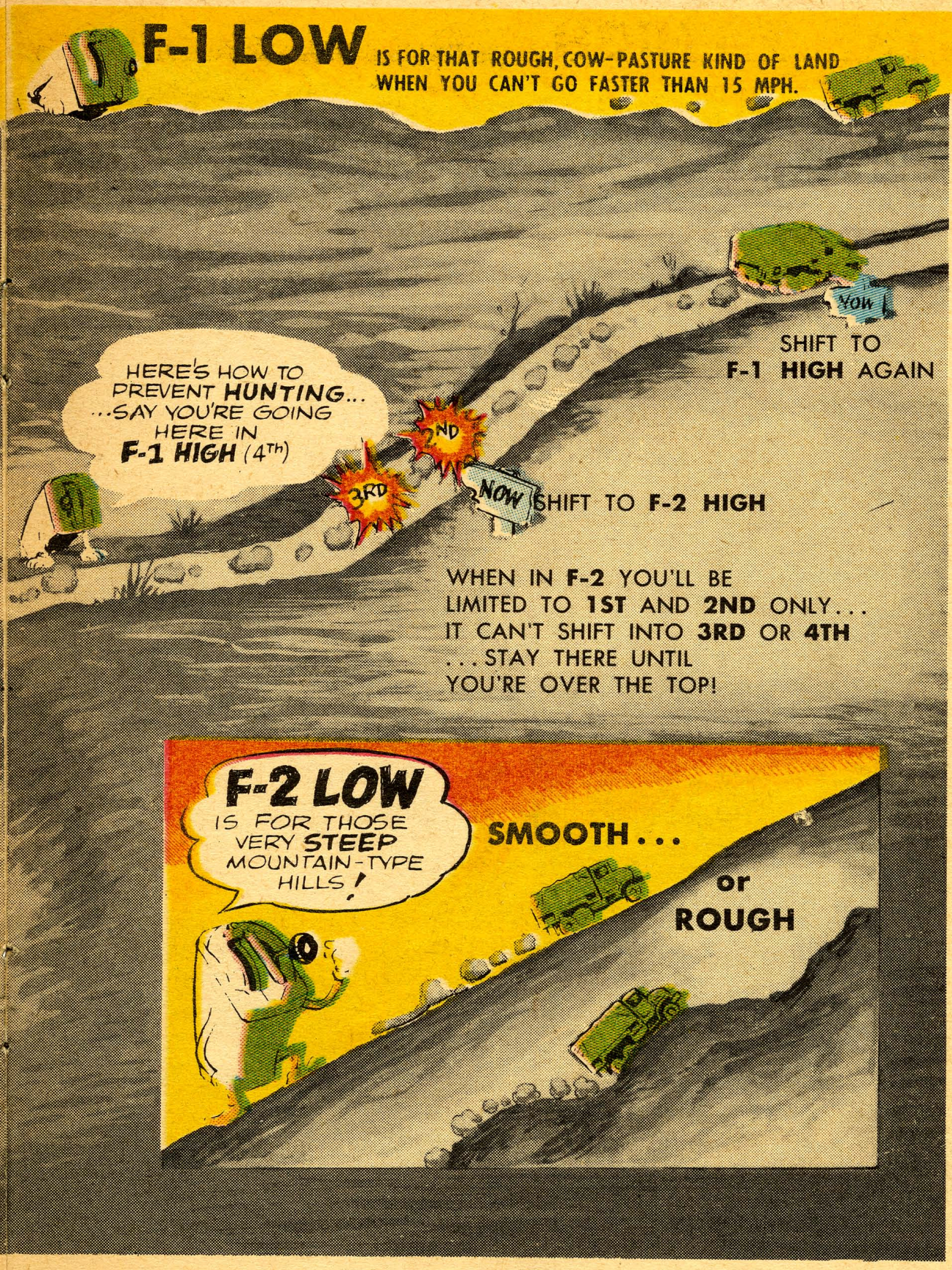
TAKE IT EASY, DON'T PULL LEVER WHILE Y'R MOVING OR YOU'LL SURELY GET SOCKED WITH A STATEMENT OF CHARGES.

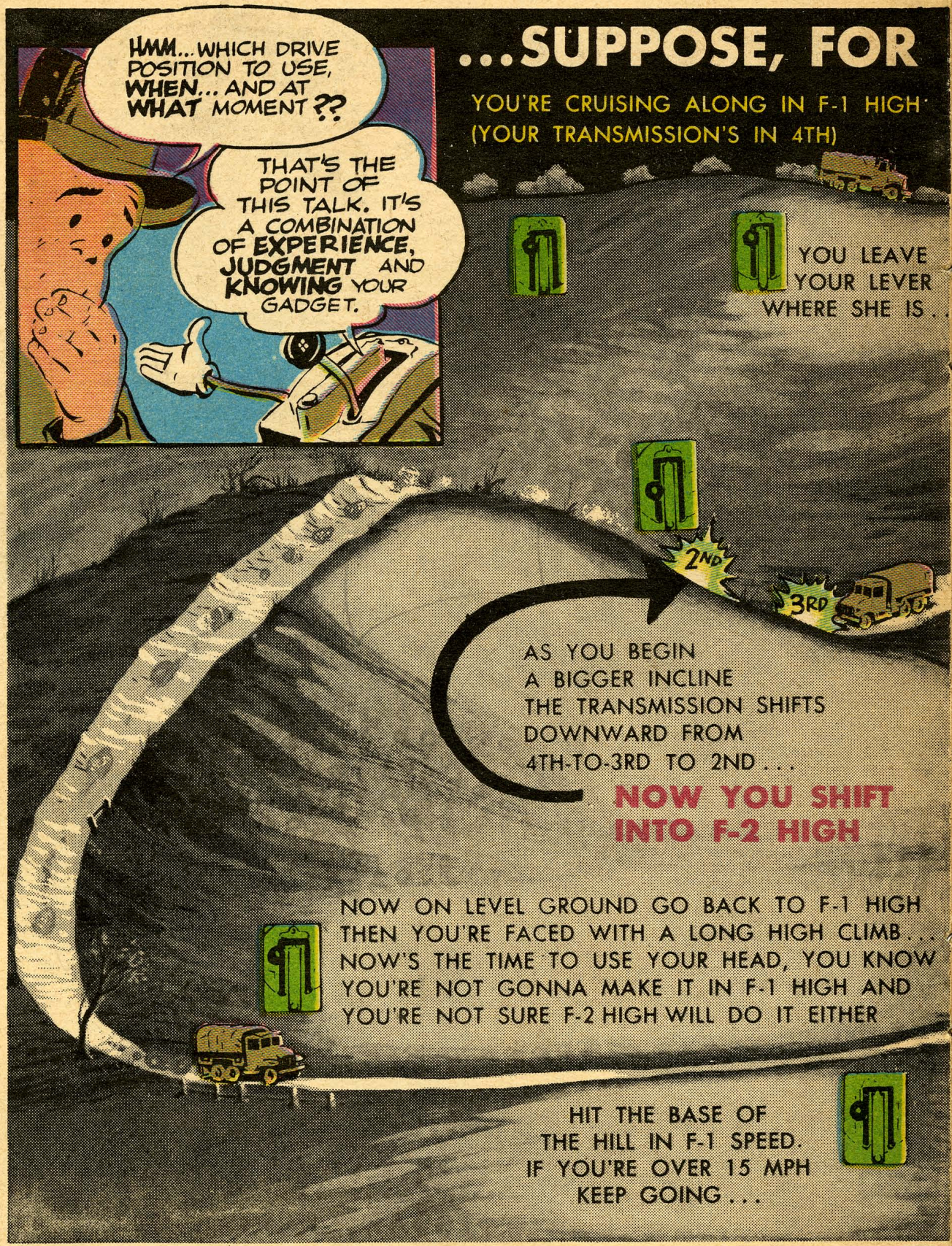
UIPMENT...Take care of it

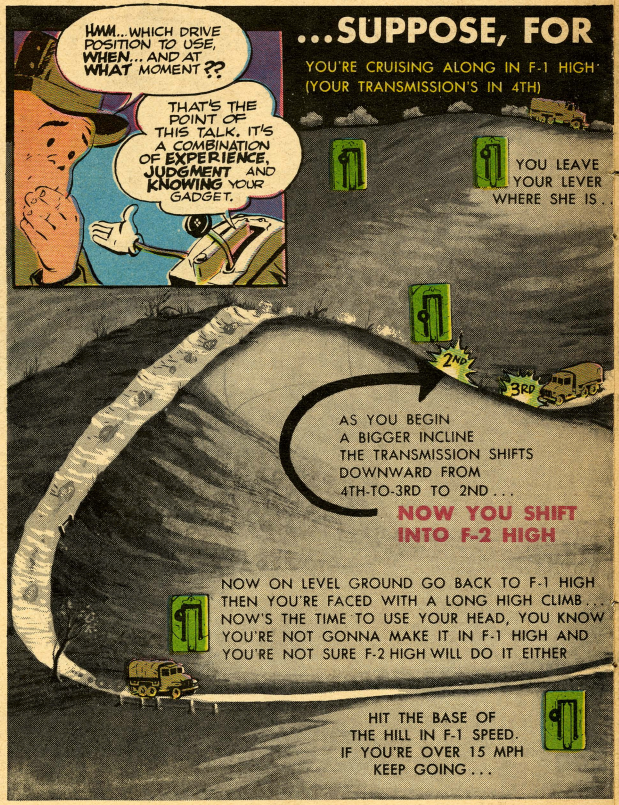

F-1 HIGH IS FOR SMOOTH HIGHWAYS OR GOOD SOLID GROUND
F-2 HIGH HAS TWO JOBS... MOSTLY BRAKING POWER
WHEN YOU COME TO ONE OF THESE DROPS IN THE ROAD SHIFT TO F-2 HIGH
THIS
USE YOUR BRAKE IF YOU NEED HELP!
BACK ON LEVEL ROAD SHIFT TO F-1 HIGH
AND THIS
...SUPPOSE YOU'VE BEEN GOING ALONG IN F-1 HIGH (4th).
3RD
2ND
3RD
4TH
3RD
2ND
3RD
2ND
THIS IS CALLED "HUNTING" AND IS REAL ROUGH ON THE TRANSMISSION

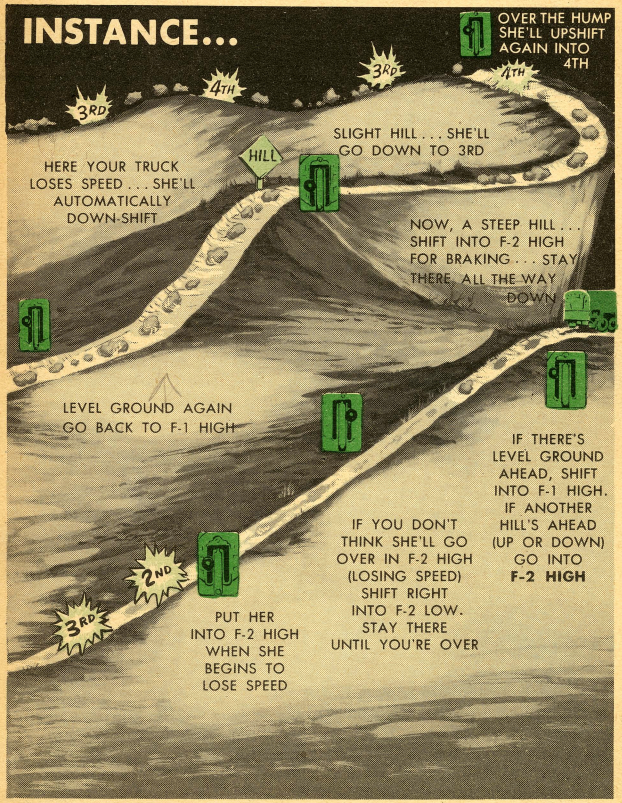
F-1 HIGH IS FOR SMOOTH HIGHWAYS OR GOOD SOLID GROUND
F-2 HIGH HAS TWO JOBS... MOSTLY BRAKING POWER
WHEN YOU COME TO ONE OF THESE DROPS IN THE ROAD SHIFT TO F-2 HIGH
THIS
USE YOUR BRAKE IF YOU NEED HELP!
BACK ON LEVEL ROAD SHIFT TO F-1 HIGH
AND THIS
...SUPPOSE YOU'VE BEEN GOING ALONG IN F-1 HIGH (4TH).
THIS IS CALLED "HUNTING" AND IS REAL ROUGH ON THE TRANSMISSION
1ST
2ND
3RD
4TH

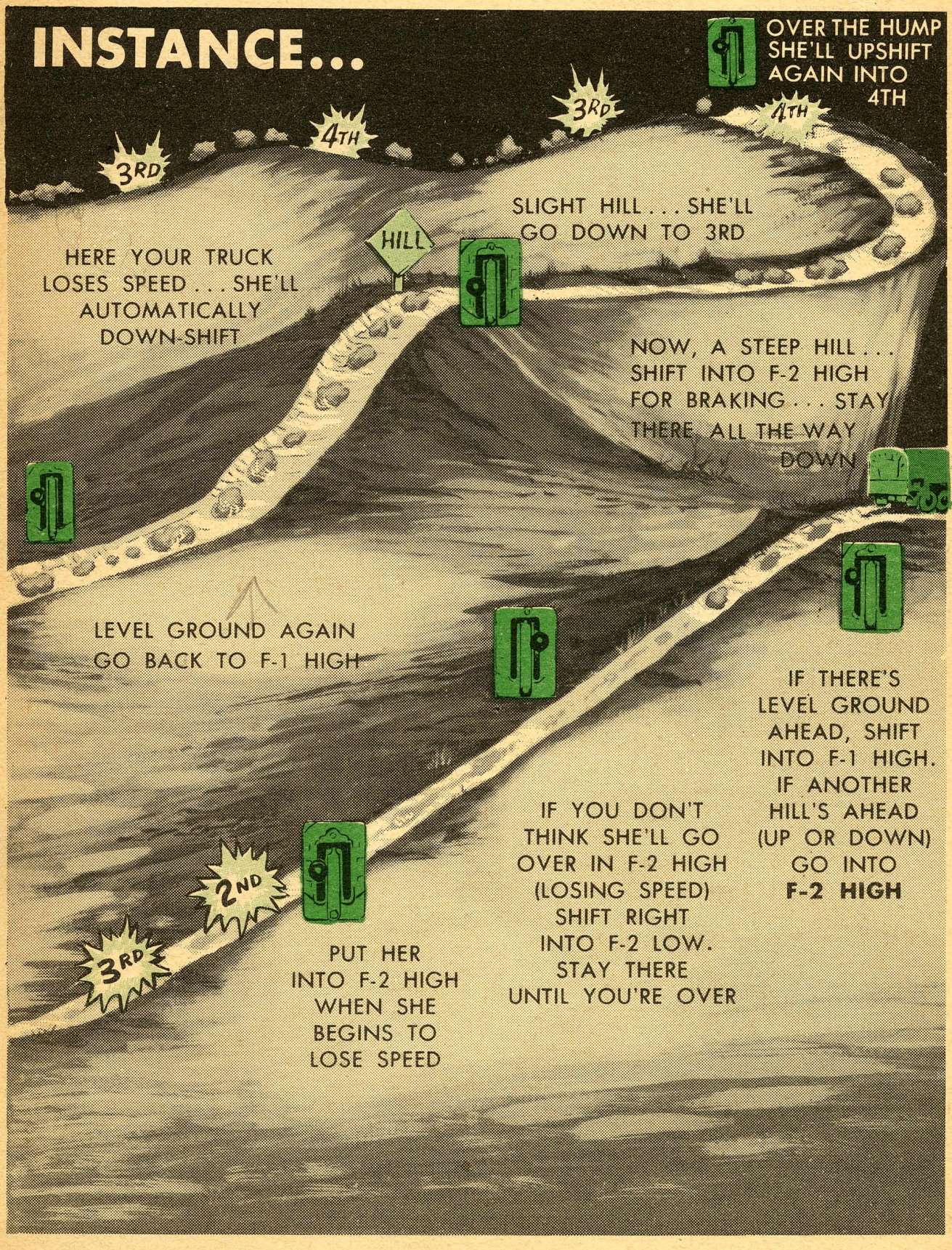

F-1 LOW IS FOR THAT ROUGH, COW-PASTURE KIND OF LAND WHEN YOU CAN'T GO FASTER THAN 15 MPH.
HERE'S HOW TO PREVENT HUNTING... ...SAY YOU'RE GOING HERE IN F-1 HIGH (4TH)
SHIFT TO F-1 HIGH AGAIN
NOW SHIFT TO F-2 HIGH
WHEN IN F-2 YOU'LL BE LIMITED TO 1ST AND 2ND ONLY... IT CAN'T SHIFT INTO 3RD OR 4TH ...STAY THERE UNTIL YOU'RE OVER THE TOP!
F-2 LOW IS FOR THOSE VERY STEEP MOUNTAIN-TYPE HILLS!
SMOOTH...
or
ROUGH
1ST
2ND
3RD
4TH
NOW

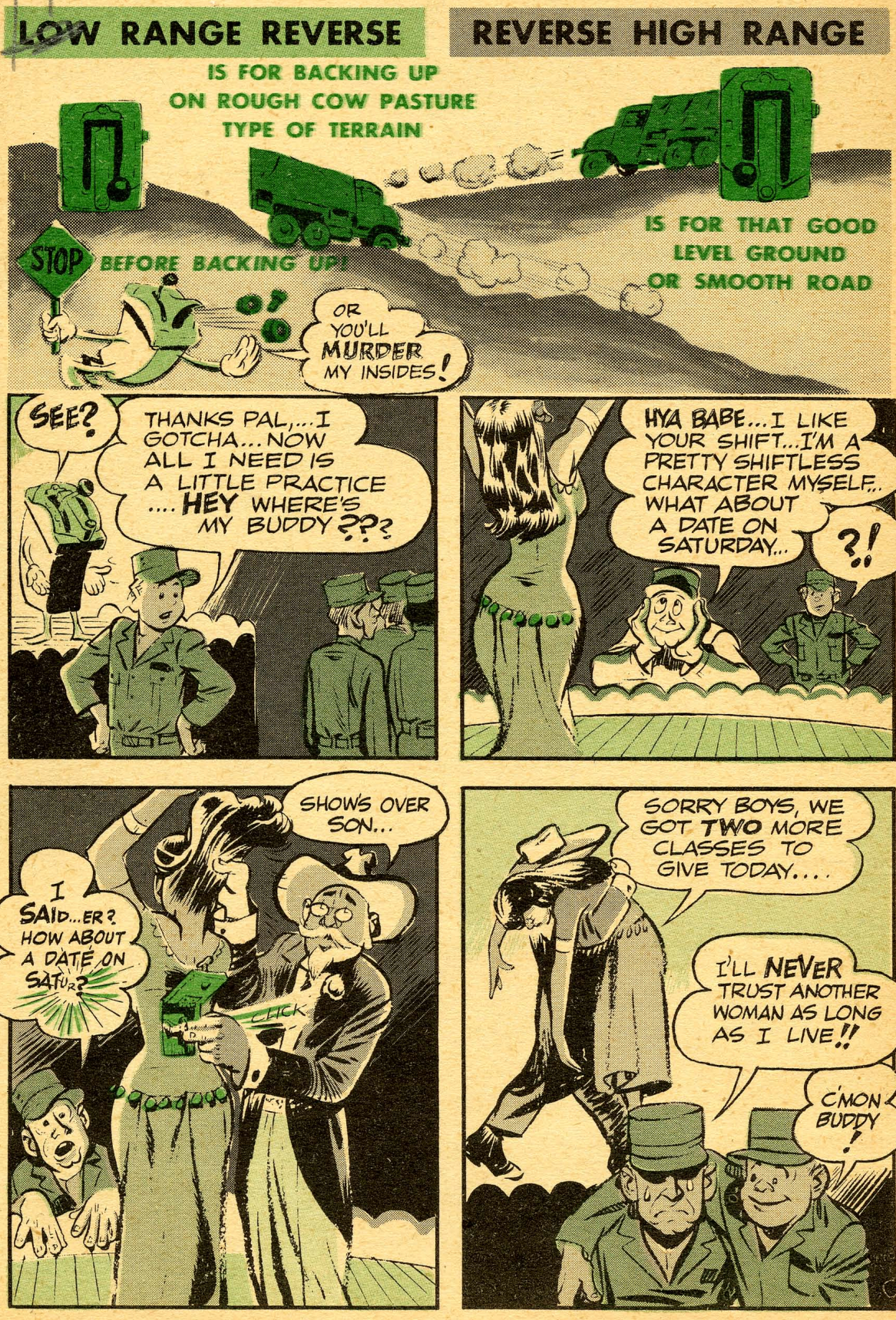

F-1 LOW
IS FOR THAT ROUGH, COW-PASTURE KIND OF LAND WHEN YOU CAN'T GO FASTER THAN 15 MPH.
HERE'S HOW TO PREVENT HUNTING... ...SAY YOU'RE GOING HERE IN F-1 HIGH (4TH)
2ND
3RD
NOW
SHIFT TO F-2 HIGH
WOW
SHIFT TO F-1 HIGH AGAIN
WHEN IN F-2 YOU'LL BE LIMITED TO 1ST AND 2ND ONLY... IT CAN'T SHIFT INTO 3RD OR 4TH ...STAY THERE UNTIL YOU'RE OVER THE TOP!
F-2 LOW
IS FOR THOSE VERY STEEP MOUNTAIN-TYPE HILLS!
SMOOTH...
or
ROUGH


HMM... WHICH DRIVE POSITION TO USE, WHEN... AND AT WHAT MOMENT ??
THAT'S THE POINT OF THIS TALK. IT'S A COMBINATION OF EXPERIENCE, JUDGMENT AND KNOWING YOUR GADGET.
...SUPPOSE, FOR
YOU'RE CRUISING ALONG IN F-1 HIGH (YOUR TRANSMISSION'S IN 4TH)
YOU LEAVE YOUR LEVER WHERE SHE IS . .
2ND
3RD
AS YOU BEGIN A BIGGER INCLINE THE TRANSMISSION SHIFTS DOWNWARD FROM 4TH-TO-3RD TO 2ND . . .
NOW YOU SHIFT INTO F-2 HIGH
NOW ON LEVEL GROUND GO BACK TO F-1 HIGH THEN YOU'RE FACED WITH A LONG HIGH CLIMB . . . NOW'S THE TIME TO USE YOUR HEAD, YOU KNOW YOU'RE NOT GONNA MAKE IT IN F-1 HIGH AND YOU'RE NOT SURE F-2 HIGH WILL DO IT EITHER
HIT THE BASE OF THE HILL IN F-1 SPEED. IF YOU'RE OVER 15 MPH KEEP GOING . . .

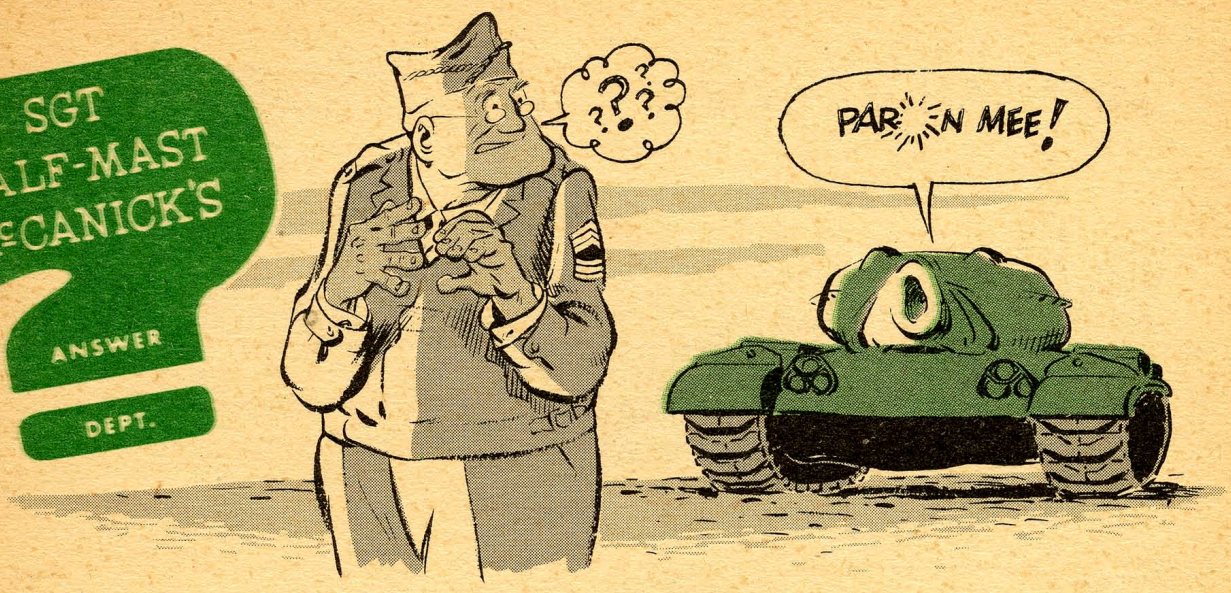

HMM... WHICH DRIVE POSITION TO USE, WHEN... AND AT WHAT MOMENT ??
THAT'S THE POINT OF THIS TALK. IT'S A COMBINATION OF EXPERIENCE, JUDGMENT AND KNOWING YOUR GADGET.
...SUPPOSE, FOR
YOU'RE CRUISING ALONG IN F-1 HIGH (YOUR TRANSMISSION'S IN 4TH)
YOU LEAVE YOUR LEVER WHERE SHE IS..
2ND
3RD
AS YOU BEGIN A BIGGER INCLINE THE TRANSMISSION SHIFTS DOWNWARD FROM 4TH-TO-3RD TO 2ND...
NOW YOU SHIFT INTO F-2 HIGH
NOW ON LEVEL GROUND GO BACK TO F-1 HIGH THEN YOU'RE FACED WITH A LONG HIGH CLIMB... NOW'S THE TIME TO USE YOUR HEAD, YOU KNOW YOU'RE NOT GONNA MAKE IT IN F-1 HIGH AND YOU'RE NOT SURE F-2 HIGH WILL DO IT EITHER
HIT THE BASE OF THE HILL IN F-1 SPEED. IF YOU'RE OVER 15 MPH KEEP GOING...


INSTANCE...
OVER THE HUMP SHE'LL UPSHIFT AGAIN INTO 4TH
3RD
4TH
HILL
SLIGHT HILL... SHE'LL GO DOWN TO 3RD
HERE YOUR TRUCK LOSES SPEED... SHE'LL AUTOMATICALLY DOWN-SHIFT
NOW, A STEEP HILL... SHIFT INTO F-2 HIGH FOR BRAKING... STAY THERE ALL THE WAY DOWN
LEVEL GROUND AGAIN GO BACK TO F-1 HIGH
IF THERE'S LEVEL GROUND AHEAD, SHIFT INTO F-1 HIGH. IF ANOTHER HILL'S AHEAD (UP OR DOWN) GO INTO F-2 HIGH
2ND
3RD
PUT HER INTO F-2 HIGH WHEN SHE BEGINS TO LOSE SPEED
IF YOU DON'T THINK SHE'LL GO OVER IN F-2 HIGH (LOSING SPEED) SHIFT RIGHT INTO F-2 LOW. STAY THERE UNTIL YOU'RE OVER


INSTANCE...
OVER THE HUMP SHE'LL UPSHIFT AGAIN INTO 4TH
3RD
4TH
3RD
4TH
SLIGHT HILL . . . SHE'LL GO DOWN TO 3RD
HILL
HERE YOUR TRUCK LOSES SPEED . . . SHE'LL AUTOMATICALLY DOWN-SHIFT
NOW, A STEEP HILL . . . SHIFT INTO F-2 HIGH FOR BRAKING . . . STAY THERE ALL THE WAY DOWN
LEVEL GROUND AGAIN GO BACK TO F-1 HIGH
IF THERE'S LEVEL GROUND AHEAD, SHIFT INTO F-1 HIGH. IF ANOTHER HILL'S AHEAD (UP OR DOWN) GO INTO F-2 HIGH
IF YOU DON'T THINK SHE'LL GO OVER IN F-2 HIGH (LOSING SPEED) SHIFT RIGHT INTO F-2 LOW. STAY THERE UNTIL YOU'RE OVER
2ND
3RD
PUT HER INTO F-2 HIGH WHEN SHE BEGINS TO LOSE SPEED


LOW RANGE REVERSE
IS FOR BACKING UP ON ROUGH COW PASTURE TYPE OF TERRAIN
REVERSE HIGH RANGE
IS FOR THAT GOOD LEVEL GROUND OR SMOOTH ROAD
STOP
BEFORE BACKING UP!
OR YOU'LL MURDER MY INSIDES!
SEE?
THANKS PAL,...I GOTCHA...NOW ALL I NEED IS A LITTLE PRACTICE ....HEY WHERE'S MY BUDDY ??
HYA BABE...I LIKE YOUR SHIFT...I'M A PRETTY SHIFTLESS CHARACTER MYSELF... WHAT ABOUT A DATE ON SATURDAY...
?!
SHOW'S OVER SON...
I SAID...ER? HOW ABOUT A DATE ON SATUR?
CLICK
SORRY BOYS, WE GOT TWO MORE CLASSES TO GIVE TODAY....
I'LL NEVER TRUST ANOTHER WOMAN AS LONG AS I LIVE!!
C'MON BUDDY!

SGT HALF-MAST McCANICK'S ANSWER DEPT.



AN UNPARDONABLE BELCH

Dear Half-Mast,

A few of our tanks really foul up in cold weather. They start belching like a guy after a two-day binge and give off more black smoke than a steel mill.

Here's what happens: At idle the tanks run fine. They start out OK, too. After being on the road a while, they start belching black smoke, and we have a tough time keeping them running. We park—we start—we run—b-u-r-p. Over and over again this happens. And a complete check shows that everything's OK.

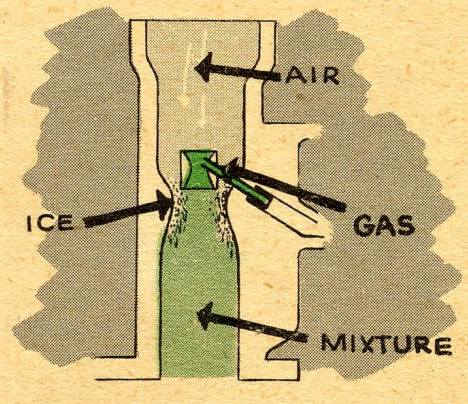
What's your diagnosis, Sarge? We need help, so start acting like a medic.

CWO P. J. C.

Dear CWO P. J. C.,

The diagnosis is carburetor hiccups brought on by the carburetor icing up in cold weather. A carburetor can freeze up—it's common if conditions are just right.

Here's how: As the air's sucked into the carburetor it expands a bit as it leaves the venturi tubes. This lowers the temperature. At the same time, you're spraying liquid gasoline into this stream of air, and as the gasoline evaporates it lowers the temperature even more. So, you very often get temperatures in the carburetor which're below freezing even though the outside temperatures may be above 32 degrees F.



This low temperature usually doesn't cause any trouble. But, if the air's very humid, water vapor can condense in the cold carburetor either as water or ice crystals. In either case, you get ice piling up inside your carburetor, blocking off the jets and changing the shape of the

venturi—in other words, a general plug-up. That's when you get the belching and black soot.

If you have this icy condition there's only one way to cure it—de-icing. Before starting your engine in cold weather, start your personnel heater. Start your auxiliary engine, too. Make sure the cover assembly and seals are tight over your air-cleaner ducts so that you draw warm air from the fighting compartment into the engine compartment. Start your engine when the engine compartment is nice and warm.

Keep that warm air going through your carburetor and you'll have no more trouble. Gives no more burps.

You'll see this poop in future TM's.

Half-Mast

STARTING MADE EASY

Dear Half-Mast,

I got troubles when it comes to starting my M38 1/4-ton Jeep. I push down on the starter-pedal and nothing happens. I've replaced a number of starter-switches and even a few starters themselves. Yet the trouble still happens. What do you suggest?

Sgt V. L. G.

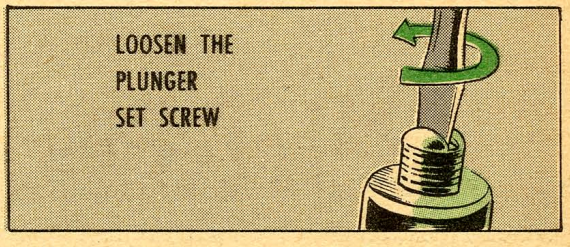
Dear Sgt V. L. G.,

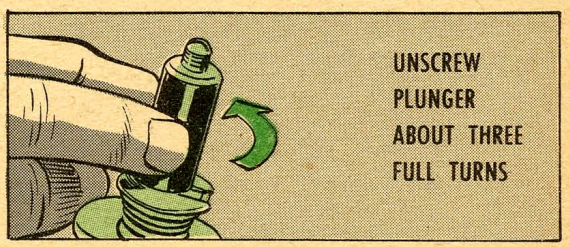
First I suggest you take a look at your starter pedal linkage. If it's OK—not bent or anything—chances are the internal adjustment of your starter-switch is on the fritz. But, no sweat. Here's what to do!

Take the vehicle back to Ordnance. They'll remove the starter-switch from the starter. Then, they'll remove the plunger assembly from the starter-switch, and see if the plunger is lying flush against the plunger-spring.

When the plunger is screwed down against the plunger-spring, the plunger is too short and cannot make the positive contact needed to turn the starter over.

It won't take Ordnance long to set it right—all they'll do is :





Before hopping into your Jeep and driving away, make sure Ordnance checks that Jeep for timing as per TM 9-1825B, par 110**c.** By the time you get done you should have one good starting Jeep.

Half-Mast

TRIP TICKET TRICK

Dear Half-Mast,

About the new trip ticket DD Form 110—when doing our daily services do we only check the items listed on the ticket, or do other items get checked also?

Lt J. J. S.

Dear Lt J. J. S.,

Although the trip ticket doesn't say so—thought everyone knew that the vehicle's technical manual is used when checking your vehicle. It's right there in the last sentence of paragraph 8a of your TM 9-2810. The trip ticket is something on which to record the service you perform and what you find.

You can add the items the TM has but your DD Form 110 doesn't have, or you can scratch thru those that are not present on the vehicle being checked.

Half-Mast

FASTEN-A-TING

Dear Half-Mast,

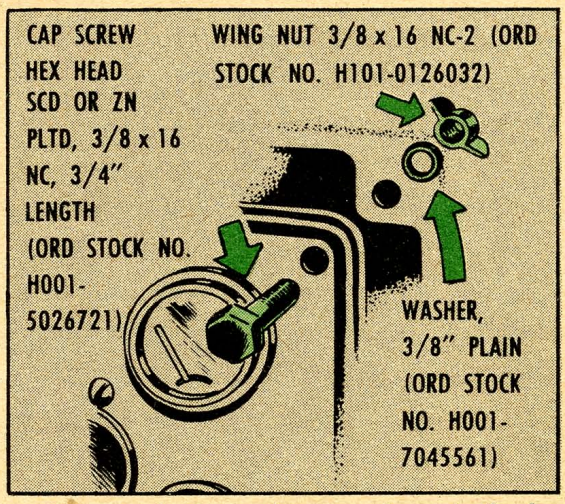
We're having trouble getting the fastener that holds the instrument cluster mounting plate stud in the dashboards of the Willys, Reos, Dodges and International Harvesters. These fasteners are not listed in the SNL's. What to do, please?

Sgt M. L. B.

Dear Sgt M. L. B.,

Sorry but those pesky li'l fasteners are not an item of supply.

They were put there as an ease-of-maintenance part. All you've got to do to remove your cluster mounting plate is to turn the studs one-half turn. The studs disengage from the fasteners and your cluster mounting plate falls out. Then these fasteners come loose, and it's easy to lose 'em.



If you do lose them and can't find a replacement, the parts to use to keep your mounting plate in place are: Capscrew, hex head, S, Cd or Zn pltd, 3/8 x 16 NC, 3/4 inch length (Ord Stock No. H001-5026721); wing nut, 3/8 x 16 NC-2 (Ord Stock No. H101-0126032); and washer, 3/8 inch plain (Ord Stock No. H001-7045561).

The ease-of-maintenance is gone, but at least you won't have mounting plates flopping 'round all over the place.

Half-Mast

A VELVET TOUCH

Dear Half-Mast,

An Air Force outfit stationed near us has eliminated a lot of clutch troubles on the 5-tonners by using a clutch disc called the "Velvetouch clutch disc." They say the oil and grease usually

found on these clutches do not affect this type disc.

How can we get some of these clutch discs?

Sgt L. T. S.

Dear Sgt L. T. S.,

The "Velvetouch" clutch disk is a commercial type disk which although now being tested has not been approved for Ordnance use. Until such time as tests have been completed, I'd hesitate to use them. If you'll get your truck to Ordnance and have them modify your clutches according to these two "Urgent" MWO's—Ord G744-15 (13 Sept 54) and G744-W16 (8 Nov 1954) as well as abide by TB 9-837-5 (17 May 1954) you shouldn't have any trouble with oil and grease contaminating your 5-ton clutches.

Half-Mast

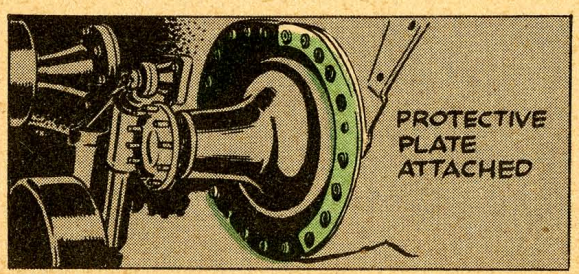
BULLDOG BOLTS

Dear Half-Mast,

The bolts that hold the final drive housing to the hull of our M41 tanks take quite a beating from stones and stuff picked up and carried by the track. Usually the heads just get battered up, but sometimes—in really rough terrain —the bolts will shear.

We been wondering what can be done about this. Any ideas?

Sgt A. F. W.



Dear Sgt A. F. W.,

Yep. Just hold everything for awhile —and hope the bolts do likewise. (Keeping 'em good and tight will help.)

There's an MWO on the way that handles the problem for all light tanks with the Bulldog chassis. Adds a plate to the housing to protect the bolt heads. Watch for it.

Half-Mast

GO BY THE BOOK

Dear Half-Mast,

There exists a doubt in my mind as to what is the correct cold lubricant level for the front and rear differentials on the 2½-ton truck M135.

TM 9-819A, dated July 1951, paragraph 59, says: "Add lubricant to bring level up to within ½ inch of plug opening when cold or to plug level when hot." But LO 9-819A (21 Oct 52) Note 5, says: "Other gear cases fill to plug level."

Which should we follow?

Capt J. B.

Dear Captain J. B.,

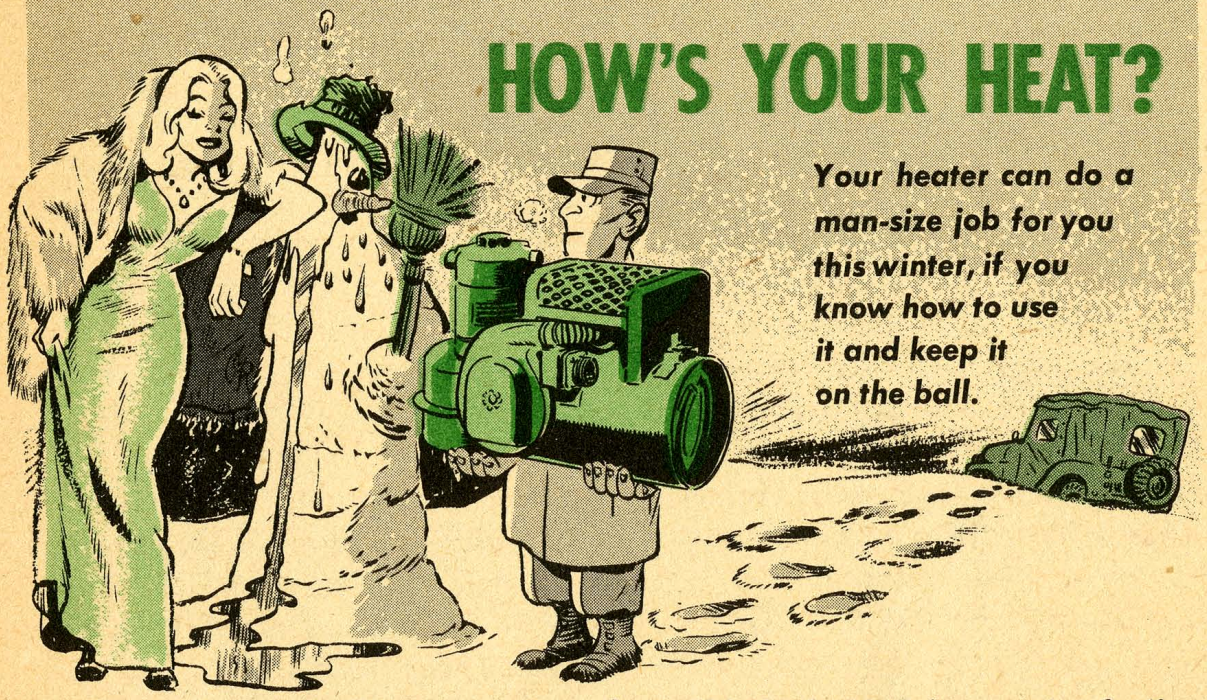
This time you'd better go by the book until you get a copy of LO 9-8024 (14 June 55). It has the right dope in it—the same as you see in TM 9-819A. You're asking for trouble when you add more lube than you need.

Lube expands when it gets hot—too much lube in those differentials will burst oil seals and leave you with a drippy rear end.

Half-Mast

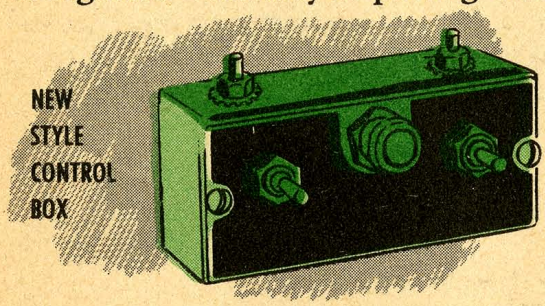
WHEN THE MERCURY'S LOW

HOW'S YOUR HEAT?



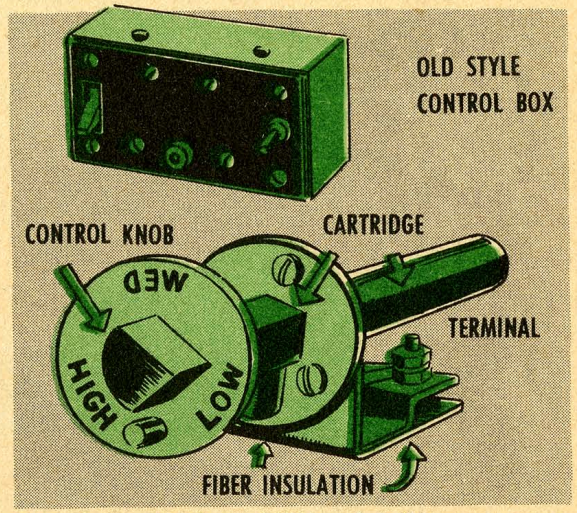
Your heater can do a man-size job for you this winter, if you know how to use it and keep it on the ball.

To get hot, you've first got to know what kind of switch-box you're fooling with. They're two types of switch-boxes—those that have a HI-LO switch on them to regulate what they're putting out and those that have a separate thermostat.



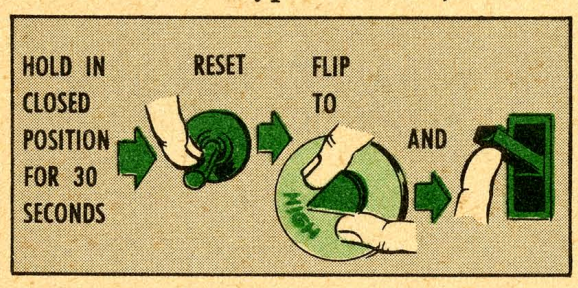
For the heater control with the HI-LO switch, turn the switch to HI. Hold the RUN-OFF-START switch in START position until the pilot light goes on—then, snap this switch to RUN and your heater'll start raising heat within three minutes.

When your heater is giving off more heat than you can take, that HI-LO switch really comes in handy. All you've got to do is flip your heater-control from HI to LO and it'll cool off. Then, when you get a little cold and want some heat, flip the switch to HI and it'll start putting out again.

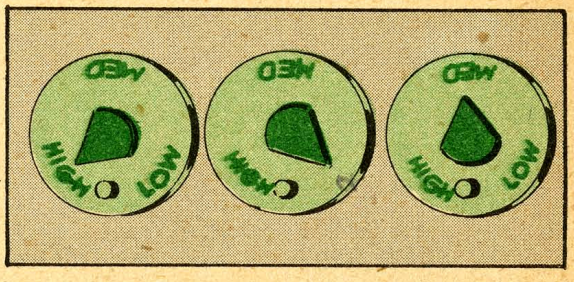


For the other type of control, you'll find a thermostat either to the left of the driver's seat or between the driver's and assistant driver's seats. This thermostat is marked HIGH, MEDIUM and LOW—what kind of heat do you want?

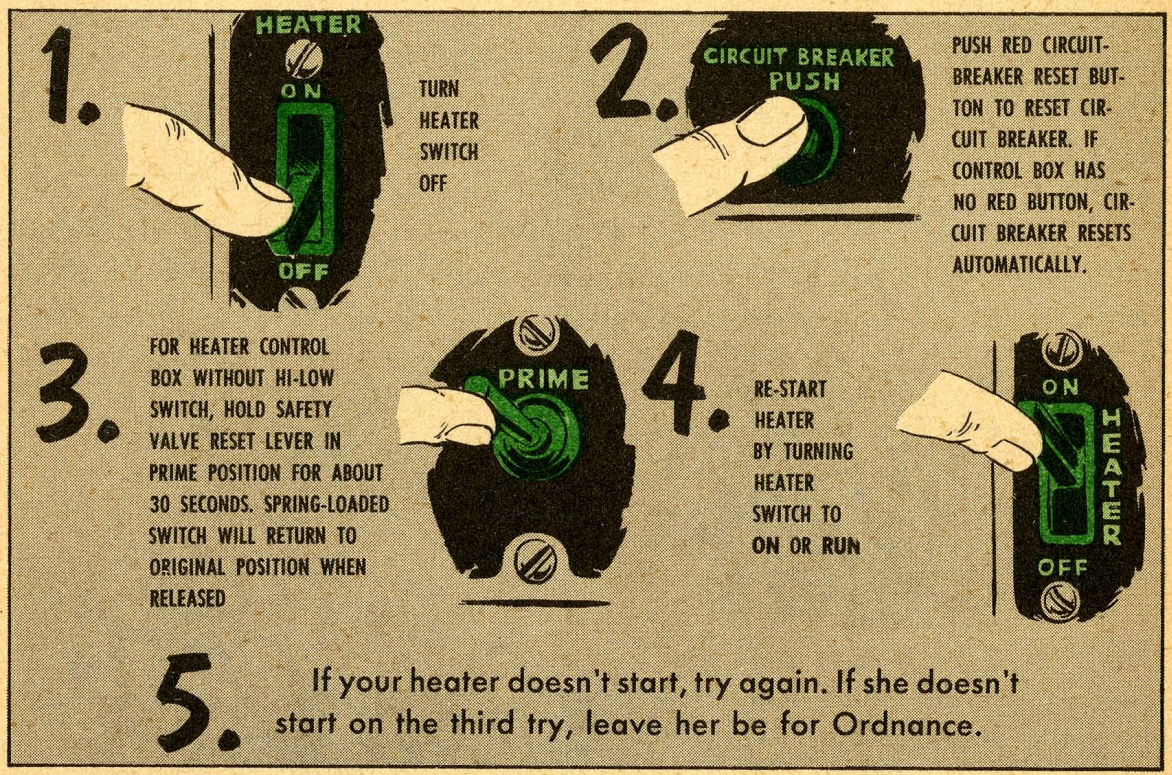
To start this type of heater;



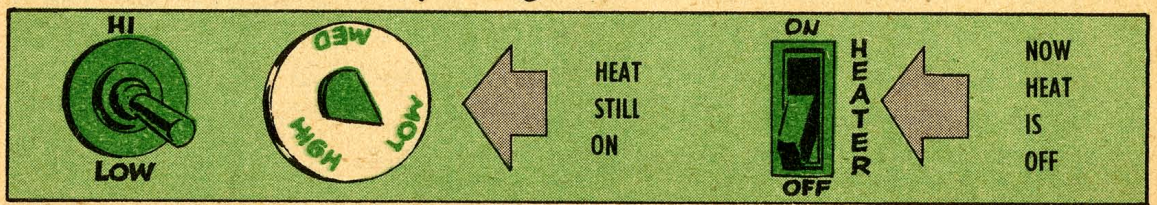
To regulate the amout of heat:



There's a safety device that automatically shuts off the fuel supply if your heater fails to burn. The electrical system has two circuit-breakers that'll cut off the electricity if you get a short or overload. If you don't feel warm air at the heat outlet within four or five minutes or if your pilot fails to light on those heaters that have a pilot, be sure you—



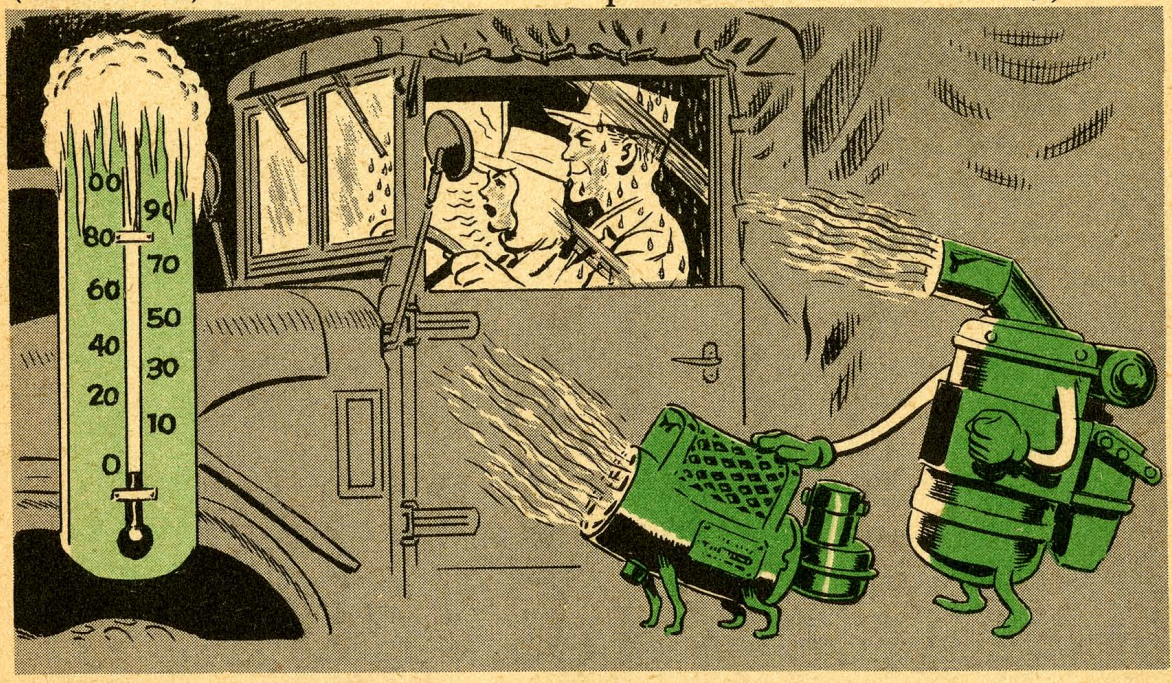
If it's getting too hot for you, no sweat. Just turn the heater off. If you've got a HI-LO switch, turning the switch to LO **will not** turn the heater off, just the same as turning the thermostat to LOW in your other type heater will not turn the heater off. In both, you've got to turn the heater switch to OFF.



When turned off, burning in the heater will stop within a few seconds, but the blowers will continue to run for two or three minutes until all the unburned gases are blown out. When this happens and your heater is cool, the blowers will shut off automatically.

If you want to see more poop on these heaters, take a squint at TM 9-8662 (12 Mar 54.)

Your personnel heater will keep you warm to temperatures as low as —25 degrees F. When the temperature gets lower than that, an engine heater together with your personnel heater is needed. TM 9-8662 gives you the poop on engine heaters. Paragraphs 26 to 48 tell you how to take care of your personnel heater. The parts bible for your personnel heater is SNL G-249, Vol. I.

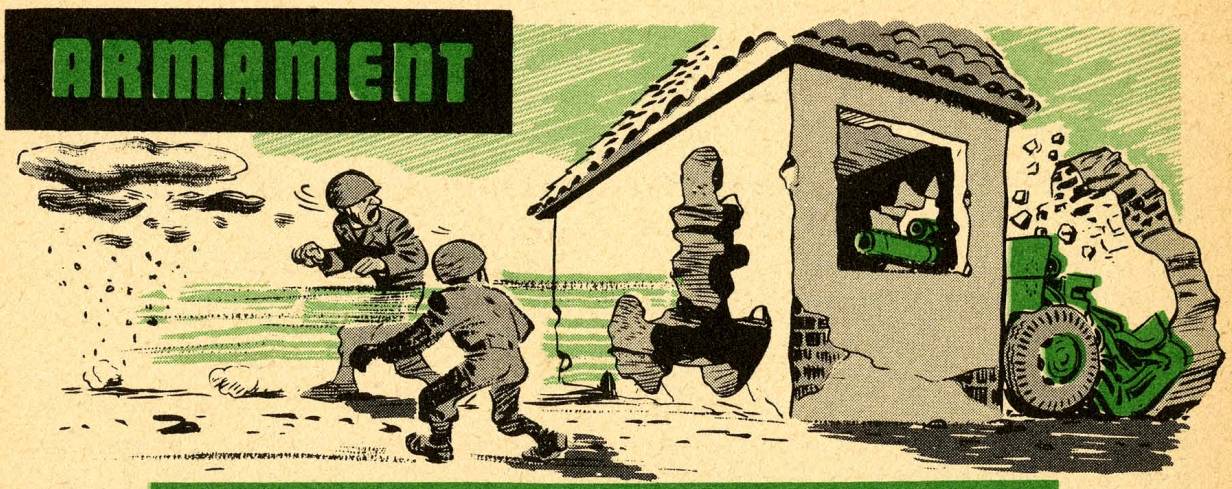


This chart tells what winterization equipment is applicable for your M-series trucks. The type equipment you get depends on what iceberg you're squatting on — SB 9-16 will tell you what's used in what temperature.

VEHICLE	ARCTIC KIT	PERSONNEL HEATER KIT	POWER PLANT HEATER KIT	HARD TOP CLOSURE KIT
1/4-Ton, 4x4, M38	G249-5701364	G249-5701365	G249-5701366	G249-5701367 *G249-5701804
1/4-Ton, 4x4, M38A1	G249-5701728	G249-5701729	G249-5701730	G249-5701731 *G249-5701804
3/4-Ton, 4x4, M37	G249-5701368	G249-5701369	G249-5701370	G249-5701371
2-1/2-Ton, 6x6 M44 Series	G249-5701355	G249-5701356	G249-5701357	G249-5701443
2-1/2-Ton, 6x6 M133 Series	G249-5701463	G249-5701464	G249-5701465	G249-5701466
5-Ton, 6x6 M39 Series	G249-5701467	G249-5701468	G249-5701469	G249-5701443

*This is the stock number for your canvas closure kit.

ARMAMENT



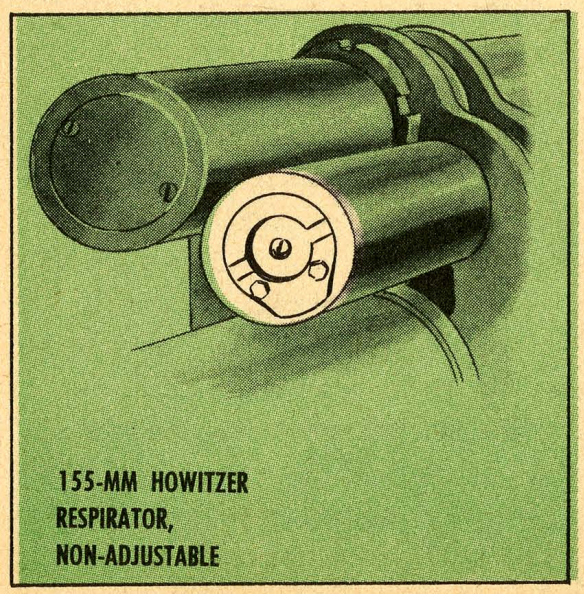
DON'T SMOTHER YOUR ARTILLERY PIECE

Take a deep breath and hold it for a moment, will'ya, 'cause this is all about the respiration on your hydropneumatic recoil mechanisms on field artillery.

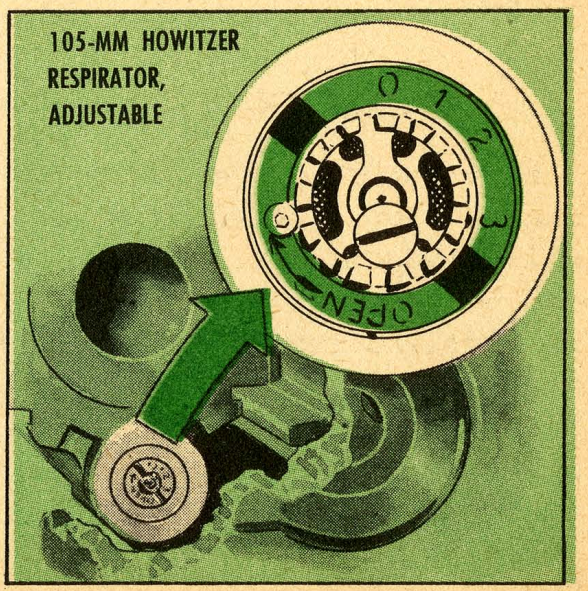
Those mechanisms do a lot've breathing, too, and they gotta exhale that air just like you do. That's why they have a respirator, or similar device, on the recoil or counter-recoil cylinder. Every hydropneumatic's got one. Some of 'em, like in the 105-mm howitzer, are adjustable. Some of 'em aren't. But they all serve the same purpose. They help reduce the shock of counter-recoil by letting air out of the cylinder easy-like.

When they get stopped up with dirt, water, paint, grease, or what-have-you, the air doesn't escape in the right amount at the right time and you get a real nervous counter-recoil action.

So the point of this long-winded yarn is this: To keep your weapon from pant in' and gaspin' and bucking in counter-recoil, make sure she's respiratin' all right. It'd be just plain foolishness to smother a good weapon.



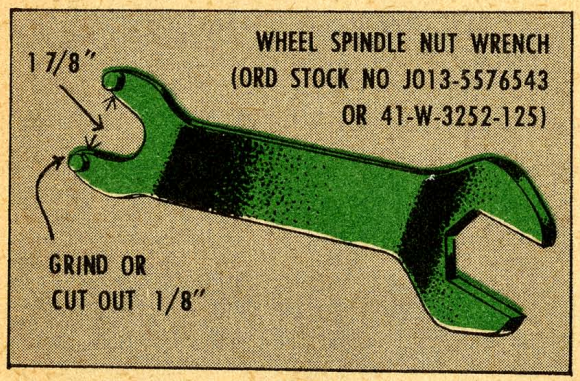
155-MM HOWITZER
RESPIRATOR,
NON-ADJUSTABLE



HAVE YOURSELF A FIT

Some of you 155-mm howitzer men may be having trouble screwing a big nut with a little wrench.

The wheel spindle nut wrench (Ord Stock No. J013-5576543 or 41-W-3252-125) was designed for the small-type wheel spindles. When the new, larger-type spindles were put in, some of the wrenches were changed, but some of 'em weren't. So you may have a wrench with the spindle, or small end, too small to fit the wheel bearing retaining nut.



If you have one, you can make it work by cutting or grinding 1/8-in metal from the inside span.

DECAL DITHER?

Maybe it shouldn't happen, but sometimes the decals on the inside of your tanks get painted over or worn off—like those on the turret walls, recoil guards, and stowage boxes that say "safe", "canteen", "grenades", "off-on", etc.

These decals are important—but they're difficult to repaint or trace. So, what do you do?

Probably the people most concerned have been the rebuild shops; they get the stuff that's had the worst treatment. These general-type decals are not stocked in supply, so they resort to local procurement. Or, in some cases, stenciling.

But using units might find local procurement a little difficult. Even if your crewmen read Nipponese.

Grapevine has it that a move's afoot to get all necessary decals into regular supply system sometime in the future. But—for now your best bet's to latch onto a Joe who's handy with a paint brush. And if you're lucky, there'll be a new or rebuilt buggy around—with all decals intact—to use for a model.

There's a 1-in stencil outfit in your 2nd echelon common tool set. If you feel the need of something smaller, Quartermaster has a 1/2-in set available. It's QM Stock No. 42-S-23000-000 (FSN 7510-00-19045).

THINNER DOPE

Here's another reminder on the right stock numbers to use when you order paint and thinner for the antenna on the M33 fire control system.

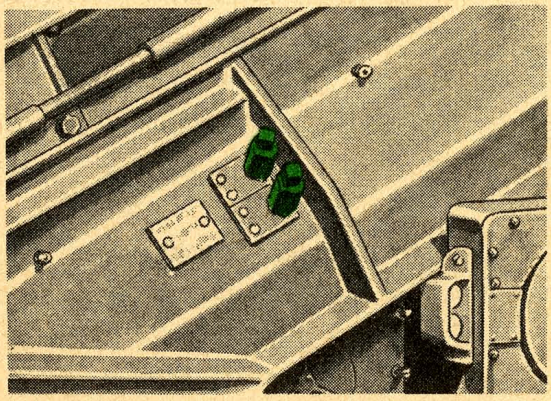
The paint is Enamel, synthetic, semi-gloss, air-drying, olive drab, No. 2430 (1 gal), Eng Stock No. 52-3476.017.100.

As for the thinner, you ask for Thinner, synthetic enamel, Eng Stock No. 52-7895.500.010.

This is different from the thinner stock numbers PS gave you on page 849 of Issue 18 and page 6 of Issue 22. Better make those changes pronto so you'll be getting the thinner you need.

PLEASE – THOSE NIPPLES ARE TENDER

Some folks have been having trouble with those recoil mechanism buffer-assembly nipples breaking on their Skysweeper.



To keep those nipples (Ord Stock Nos. D048-7213477 and H106-0219-621) from going kaput, lay off that extra elbow grease. Those nipples will break when tightened too tight—so easy on them.

Bring them down good and snug—not too tight. When too tight they're put under strain and tension; then when the gun fires, shock does the dirty work.

That also goes for the nipples that go into counterecoil buffer assembly (Ord Stock No. D048-7213472). Also tube lock (Ord Stock No. D048-7213478) to nipple (Ord Stock Nos. D048-7213-477 and/or H106-0219621).

Watch those plugs (Ord Stock No. D048-7213475) too. Not too tight, please.

It's a good idea to replace gaskets (Ord Stock No. H002-0501215) if they look like they're too flat or damaged. It'll save that extra damage-causer twist.

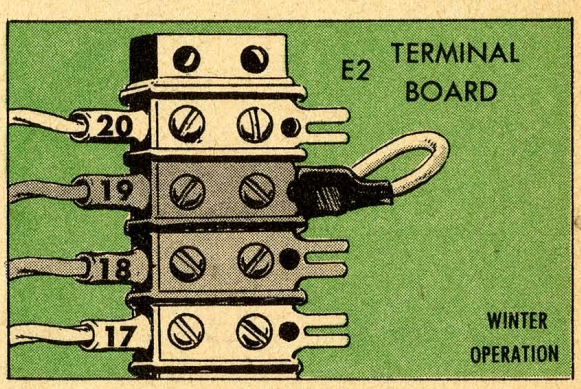
NIKE VAN BATS

Are you Nike guys keeping in mind that the charging rate for your trailer storage batteries is not the same for summer and winter?

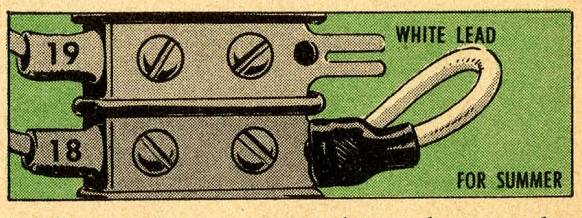
When the chill winds blow, y'need more juice to take care of the personnel heater load. But—you've got to use the lower rate in summer, or you overcharge.

Here's how the adjustment stacks up for your director station, launching control, radar tracking and maintenance vans:

Locate the E2 terminal board at the rear of the left wall in the compartment behind your battery charger meter panel.



For winter operation, the **white lead** should be connected to Terminal 19 of the E2 board.



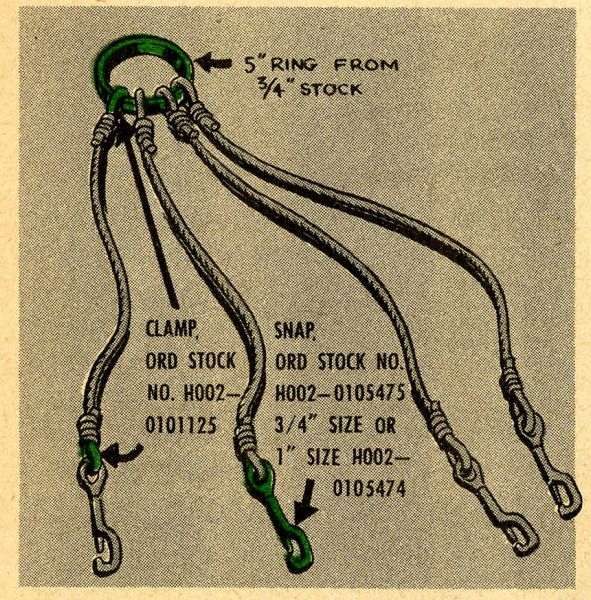
For summer operation, change th white lead to Terminal 18.

Thass all there is to it.

ACQ ANTENNA SLING

As you AAA men know, you sometimes have your acq antenna mounted on a platform to eliminate some of the ground clutter.

So it becomes a bit unhandy to lift the tubs and particularly the radome into place. Now if you can get the battery wrecker-man to help you, life is much simpler, **unless** you tear up the dome while you're hoisting it.



A sure way to prevent this is to make a sling like the one shown here. You need a steel ring, any size that will fit over the hook on the wrecker, four 6-foot lengths of 3/8-in cable, and four snap hooks. You can either clamp the cables, as this man did, or if you happened to be a cable splicer, you could splice 'em in.

And never try to emplace or march order the acquisition **without** the wrecker. The old grunt-and-groan system tears up too many radomes.

PUZZLE NO MORE

TB Ord 605 (19 May 55) ends worrisome guesswork in checking Field Artillery, Antiaircraft Artillery and Combat Vehicle Armament Hydropneumatic Recoil Oils for emulsification. The TB supersedes all other dope out on the subject—it's also being revised to cover all the above mentioned weapons. It goes into detail on how to spot oil that's been contaminated by nitrogen or air.

RUST HO

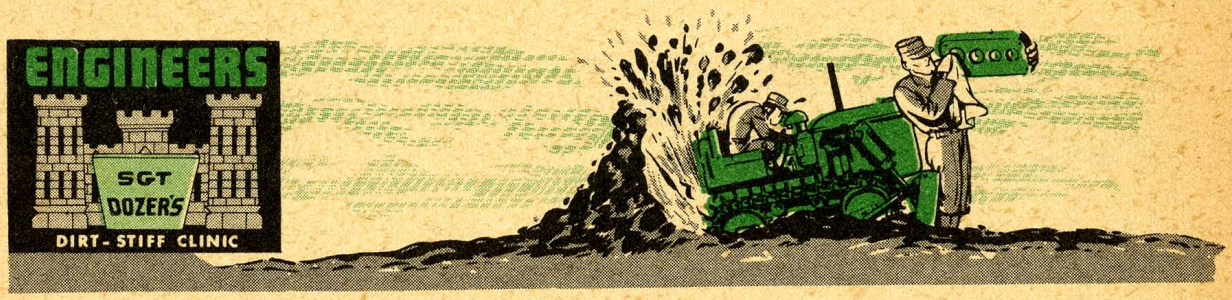
Wouldn't happen in the desert—but it will at some posts where the weather is dampish.

Saw a colonel, no less, get a gig for tiny specks of rust on his weapon. And his wasn't the only speckled one around.

Seems as how these tiny specks of rust form on small arms and are hard as heck to get off. Bore cleaner is about the only thing that'll do it.

You have to bounce your eyeballs over your weapon in sunlight to see this stuff. Artificial light just won't get it.

Then you've got to keep her oiled proper.



FOGGY DIALS

Dear Sgt Dozer,

What's wrong with the hourmeters on our D4 and D8 Caterpillar tractors? The glass fogs up until it's impossible to get a dial reading. We had the meters removed, inspected and new gaskets installed, but no dice—the window still sweats. Do we have a couple of bum meters, or is the trouble somewhere else?

Sgt W. C.

Dear Sgt W. C.,

There'll be no sweat for you and your hourmeters if you'll try a minor fix for the meters' retainer assemblies. You need a small vent plug (Mfr's Part No. 4H7329) and a new retainer assembly (Mfr's Part No. 6B1914). You can take a gander at 'em in Fig A. Have your local purchase channels get these parts from the nearest Caterpillar agency. Your shop can put 'em together for you. The new #6B1914 retainer assembly has the hole for the plug, while the old assembly doesn't.

Be sure to tell your shop that the hole in the small plug must face the ground, or downward, when inserted into the new retainer assembly. To find which side of the retainer assembly faces downward, screw the assembly good and tight on the hourmeter housing and mark the bottom end of the retainer. Then remove the retainer and put the plug in so its little hole looks down on the mark you made.

If your shop can do the job, here's another angle on the hourmeter fix. Let them modify your old-type retainer assembly like this:

1. Mark the bottom of the retainer assembly before you remove it.
2. Remove and disassemble the retainer assembly and drill a 15/64" hole right smack in its middle (See Fig 2).
3. Ream the hole to .257/.225".
4. Press in the new vent plug with its hole facing the mark you made.
5. Then put in a felt washer under the retainer's metal washer (like it shows in Fig 3) and reinstall the assembly.

Here're the parts you need to rework your old retainer assembly:

1—felt washer (Mfr's Part No. 4H6634)
1—vent plug (Mfr's Part No. 4H7327)
1—washer (Mfr's Part No. 4B4277)

NEW VENT PLUG PRESSED INTO HOLE IN CENTER OF RETAINER ASSEMBLY

Fig 1

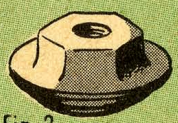


Fig 2

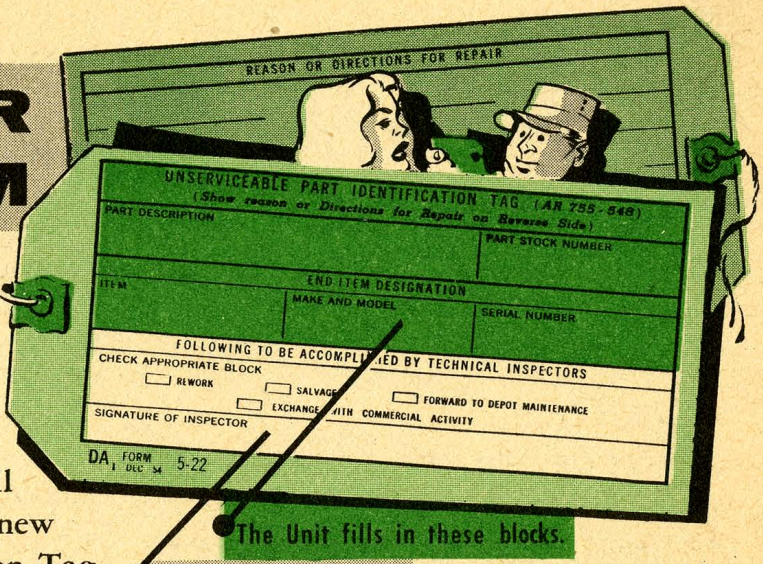
DRILL A 15/64" HOLE LIKE THIS AND REAM THE HOLE TO .257/.255".

NEW HOUR METER RETAINER ASSEMBLY HAS FELT WASHER TO FILTER AIR ENTERING HOUR METER THROUGH VENT PLUG.

Fig 3

Sgt Dozer

WARM FOR THIS FORM



The Unit fills in these blocks.

This space is for the Field Maintenance Technical Inspector's decision

The Technical Inspector also fills in the back side of the tag.

Be sure you take a good look at AR 755-548, dated 14 Dec 1954, 'cause that one tells you how to recover unserviceable recoverable spare parts and how to fill out DA Form 5-22. That's the new Unserviceable Part Identification Tag. A unit uses this tag for all recoverable repair parts that become unserviceable. There's no mistaking this tag. It's as green as an Irishman's tie on St. Patty's day.

Remember, though, that this tag's for unserviceable recoverable parts, not for ones that're obviously scrap or salvage. You get rid of those like it tells you in AR's 755-5 and 755-7.

This new 5-22 tag's a real dandy. All you gotta do in the unit is fill out the first five blocks on the front side of the card. That includes the part description, stock number, name, make and model, and serial number of the end item.

After the unit fills out this part of the tag, it's turned in or sent to the unit's supporting field maintenance activity on a Turn-In slip (DA Form 447) or an Army Shipping Document, whichever's applicable.

When the tag gets to your field maintenance support activity, technical inspectors'll give the parts the once-over and decide what'll be done with 'em. The inspector will check one of the blocks on the bottom of the tag. This'll call for the part being either reworked, salvaged, forwarded to depot maintenance or exchanged with a commercial activity. If necessary, the inspector'll also fill in the back side of the tag that's used to give the reason or directions for repair.

Whenever possible, the turn-in of an unserviceable item and a replacement issue should occur at the same time. This doesn't mean, though, that the turn-in of a repair part isn't a completely separate transaction, 'cause it is.

There'll be some cases, of course, when like serviceable items can't be turned-in before or at the same time you request a replacement. When this happens, you'll state in the "Authority" block of the 446 that a like serviceable item will be turned-in promptly or give the reason why the like item isn't available for turn-in.

Simple, isn't it? Yep, the DA Form 5-22 is a real slick item when you use it right. Just follow the directions and you can't go wrong.

Pull up a chunk of ice
and listen to the tale of—

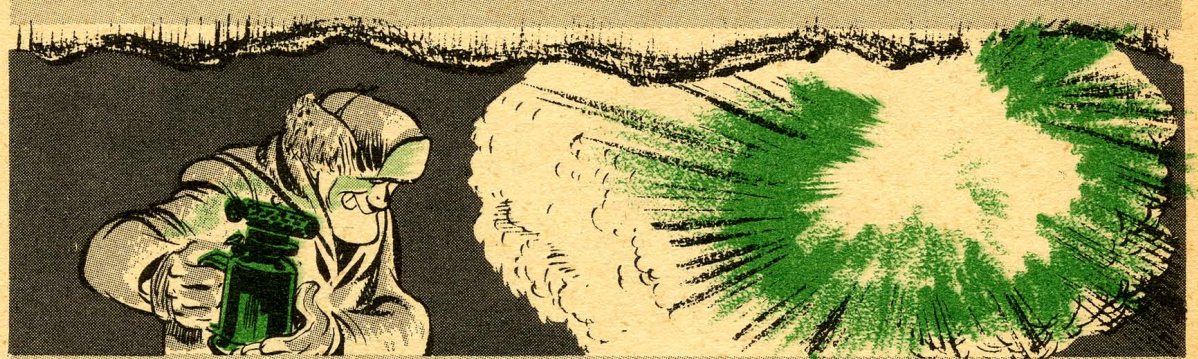
BLOWTORCH JOE

Remember the story about "Lucky Pierre" way back in PS Issue 11? Ah yes, Pierre was a lucky one all right. He never took care of his equipment and always seemed to get away with it, but he got his—in the end.

This one's about Pierre's buddy. His name was Blowtorch Joe, a real gone guy who thought the flame from a blowtorch was the solution to some of his winter maintenance problems. Like Pierre, Joe's taking harp lessons now. He finally learned his lesson, but it had to come the hard way.

It all happened one morning a coupla weeks ago. Joe, a crane carrier driver, was all set to start out on a job. It was one of those cold mornings with sub-zero temperatures. Now Joe was a good operator and a pretty fair mechanic, but he just didn't use his head when it counted most.

He knew that starting internal combustion engines in cold weather sometimes



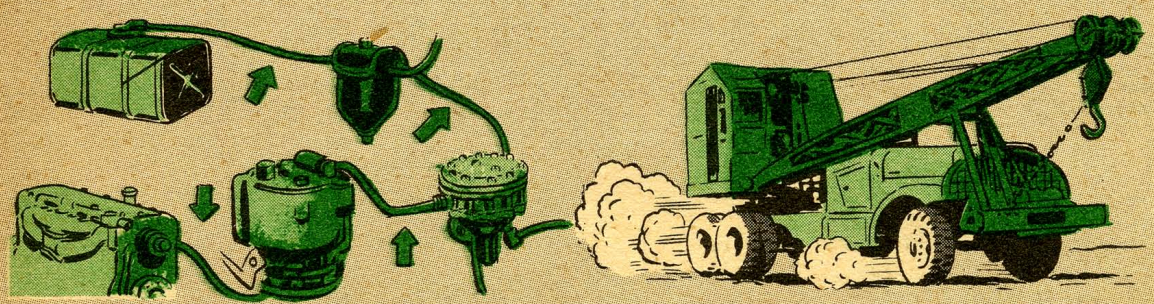
proved troublesome, because the fuel won't vaporize very well, crankcase oil gums up and batteries go flat. But Joe had the answer. He was going to handle this problem the easy way.

He ran into the shop and came out toting a blowtorch, his old standby.

He started playing the blowtorch flame on the crankcase of the crane carrier and...then it happened...BLOOEY!

You can probably guess what happened. Needless to say, Joe won't be using a blowtorch any more, not for any purpose. What really happened was this:

When the flame from the torch warmed up the oil, it also drove off the lighter ends of the fuel that drained from the cylinders into the crankcase. The result—the vaporized fuel exploded, and Joe never knew what hit him.



The boys in Joe's outfit will never forget that one. When they're getting ready to start up a vehicle in cold weather, they check for condensation in the fuel lines, use the right grade of oil and keep the batteries charged. They're not having any trouble. Sure, it takes a little longer, but it's a sure and safe method of getting the job done right.

the round-up

HERE ARE SOME **ENGINEER** PUBS YOU MIGHT WANT TO ADD TO YOUR PILE.

TM's

5-5051 Gen set, port, gas-drvn, skid-mtd, 5-kw, Onan mod 5ABG-4M, 1955

5-4258 Wrench, gas-drvn, RR-mtd Railroad Accessories Corp mod C, 1955

5-9257 Truck, garbage, ld packer, 15-cu-yd cap, 5-ton, Leach mod, 17 Aug 55

5-5002 Gen set, port, dsl-drvn, Consolidated Dsl Elec mod 1664, 1955

5-5004 Gen set, elec, port, dsl-drvn, Buda mod DP 30A3CE, 1955

5-5350 Compressor, air, 60-cy, American Brake Shoe mod B-331-B, 21 Jul 55

5-9311 Winch, gen'l util, rev, rear mtg, 1 drum for trctr mtg, Berg mod CB-3, 8 Aug 55

LO's

5-4047 Brkr, pvng, pneu., Cleco mod RC80, 5 Jul 55

5-4138 Saw, jig, tble, mtr-drvn, Delta mod 40-305, 19 Aug 55

5-4490 Mower, lawn, rotary flat knife, Standard mod 3, 22 Aug 55

5-5016 Gen set, port., Onan mod 358, 23 Aug 55

5-5121 Welder, elec arc, 200-amp, skid-mtd, Hobart mod DW, 18 Aug 55

5-5150 Gen set, port, dsl-drvn, Witte Eng Wks mod Mo 282, 23 Aug 55

5-9084 Trlr, dump, 2-whl, 1/2-ton, airborne, Converto mod, 23 Aug 55

5-9189 Ice mkg unit, York mod DER-10, 19 Aug 55

5-1115 Loader, agg, bucket, trctr mtg, M-R-S mod 72 GFEL, 15 Sep 55

5-1137 Mixer, concrete, gas-drvn, trlr-mtd, KWIK-MIX mod 16-S, 15 Sep 55

5-6137 Printer Developer, Ozalid mod 76500, 16 Sep 55

ENG MWO's

5398-1 Compressor, air, skid-mtd, gas-drvn, Rix mod 1262, 21 Sep 55

9095-1 Ice Plant, 1-ton, skid-mtd, Gas Refrig Engrg mod G-2000-S50D, 16 Sep 55

9203-1 Semitrlr, low bed, rear ldg, 60-ton and dolly, 4-whl, 21 Sep 55

1146-1 Tank, asph, stl, trlr-mtd, 1500-gal, Littleford mod 102S, 19 Sep 55

5072-4 Gen set, elec port, Hobart mod HF-30-G, 26 Aug 55

5166-3 Continental Engine mod M330, 20 Sep 55

8006-1, C1 Float, half, pneu, 12-ton, w/emer kit and carrying case, 20 Sep 55

TB's

5-2089-1 Pump, cent, 55GPM at 50-ft hd, Marlow mod 22U, 25 Aug 55

5-4490-1 Mower, lawn, rotary flat knife, Standard mod 3, 24 Aug 55

5-5016-1 Gen set, port, Onan mod 358, 30 Aug 55

5-9038-1 PMS Plow, snow, Willet mod HRTA (less truck), 19 Sep 55

5-1137-1 Mixer, concrete, gas-drvn, trlr-mtd, KWIK-MIX mod 16-S, 19 Sep 55

5-5129-1 Welder, elec arc, 200-amp, trlr-mtd, Hobart mod, 19 Sep 55

5-9357-1 Plow, snow, rtry, Wm Bros mod M-9-275 (less engine), 16 Sep 55

ENG 7 & 8's

4090 Breaker, paving, gas-drvn, 100-lb size, 26 Aug 55

4230 Wrench, pneu, rev, 3/4 to 1-1/4-in bolt cap, Chicago Pneu 365-RP, 23 Aug 55

1026 Pump, asph, trlr-mtd, Littleford mod US-3C

5369 Charger, battery, port, Continental Mtrs mod L123, 23 Aug 55

1340, C1 Loader, agg, bucket, Frank G. Hough mod HM

1312 Shovel, crwlr, gasoline, 3/4-cu yd, Lima mod Paymaster-34, 12 Jul 55

5024, C1 Gen set, port, gas-eng-drvn, skid-mtd, Onan mod W3M, 15 Sep 55

5060, C1 Motorized Air Comp, LeRoi mod 105GA, 2 Aug 55

5111, C1 Comp, air, trlr-mtd, Worthington mod 256.DS, 15 Sep 55

ENG 7, 8 & 9's

3300 Tractor, whl, LeTourneau mod Super C Tournadozer, 13 Jul 55

9493 Crane-shvl, PU, rev, crawler, 4-ton cap at 12-ft rad, 1/2 cu yd 12 Jul 55

1400-7 Crusher, roll-type, dsl-drvn, Pioneer mod 42-VDE, VAE, 29 Aug 55

9857 Crane-Shvl, PU, rev, crawler, 4-ton cap, 1/2-cu yd, Bucyrus-Erie 15-B, 13 Jul 55

9959 PCU, hydraulic-optg, 25 Aug 55

SUPPLY MANUALS

Ord 9 SNL A-58 (TO 11W3-7-2-54) Gun, submachine, cal. .45, M3, M3A1 Jun 55

Ord 9 SNL A-73 Sec 2 Repositioner, 20-mm, M17 May 55

Ord 8 SNL F-15 Clinometer, machine gun, M1917 Jun 55

Ord 7 SNL F-342 AA FCS M33C, M33D, T33C, T33D May 55

Ord 8 SNL G-253 Gun, twin, 40-mm SP M42 (T141) Mar 55

Ord 5 SNL H-2 Miscellaneous hardware Jun 55

TM 9-6085 Motor drive M2A2, Amplifier M1A2 Apr 55

MWO Ord D65-W1 Truck-mtd 762-mm rkt launcher XM289: Providing rocket traveling clamp assys with handles, F May 55

Ord 7 SNL A-55 Sec 18 (TO 11W2-8-30-4) Mt, trk, pedestal, M31A1, M31C Aug 55

Ord 8 SNL A-55 Sec 38 Mt, .50 cal machine gun, AA, (6580030), (8367286) Aug 55

Ord 8 SNL A-55 Sec 44 Mt, ring, M66 Aug 55

Ord 8 SNL A-78 (TO 11W2-8-10-4) Mt, ball, cal. .30 (7722408) Aug 55

Ord 7 SNL B-9 (TO 11W3-6-1-134) Shotgun, 12-ga, Stevens, M520-30, riot type, 20-in brl; shotgun, 12-ga, Stevens, M620A, riot type, 20-in brl; shotgun, 12-ga, Winchester, M1912, riot type, 20-in brl Sep 55

Ord 7 SNL B-35 (TO 11W3-3-1-104) Pistol, auto, cal. .32, cal. .380, Colt Sep 55

Ord 8 SNL D-50 Mt, howitzer, 155-mm, M80 Sep 55

Ord 8 SNL D-60 Mt, combo gun T148 Aug 55

Ord 8 SNL F-205 Aiming post light M14 and M41; Light, instru M2, M10, M12, M13, M18, M19, M22, M28, M30, M31, M32, M33, M34, M35, M36, M37, M38, M39C, M42, M44, M45, M46, M50, T22, 6578454, 7983714, 8293478 Aug 55

Ord 7 SNL F-238 (TO 49A1-2-24) Binoc, M7, M15A1, M16, M17A1, Mk 21, Mk 21A1 Sep 55

Ord 9 SNL F-342 Vol 3B M33C and M33D AAA FCS vol 3B, list all service parts, cabinet radar (7622362) Sep 55

Ord 8 SNL F-361 Sight, M40 (T149E2) Sep 55

Ord 7 SNL G238, cl M37 105-mm SP howitzer Sep 55

Ord 8 SNL G-258 SP Howitzer, 105-mm, T98E1 Jul 55

Ord 9 SNL G-260 M75 personnel Carrier, Jul 55

Ord 7-8 SNL G-815 Semitrailer, van, refrigerator, 7-1/2-ton, 2-wheel, M349 Sep 55

Ord 6 SNL J-16 Sec 15 Tool sets, fld, dep maint for 3/4-ton trk, SNL's G-741, G-502, G507 Sep 55

Ord 6 SNL J-16 Sec 61 Tool sets, fld, depot maint for GMC mod 302 engine used in: M59, M135, M211, M215, M220, M217, M222, M221 Sep 55

Ord 7-8 SNL J-239 Grinding mach, util: Bench, 1/2-hp, 110-v, 60-c, sgle-ph, whl size 7x1 in. (Brown-Brockmeyer, mods MS-9405-ES453, MS-745A-ES453, MSG-54-ES453) (40-G-142-5) Sep 55

Ord 7-8 SNL J-519 (TO 34F2-2-90-4) Grinder, elec: 1/2-hp, ac-dc, 115-v, wheel size 6-in. (U S Elec Tool, mod OU 6 in.) (40-G-128-8); grinder, elec: 1/2-hp, ac-dc, 115-v, w/stand, wheel size 6-in. (US Elec Tool mod OU 6-in.) (40-G-128-10) Sep 55

Ord 7-8 SNL J-780 Hammer, pneu: Rivet, 1/4-in, cap (Ingersoll-Rand mod AVC 13) (40-H-289) Sep 55

TECHNICAL MANUALS

SM 9-5-7240, 90 List current issue items—FSC grp 72—hsehold, com furnishings and appli—class 7240 — hsehold, comm util containers; class 7290 — misc hsehld comm furnishings, appli Sep 55

TM 9-718, C3 M46, M46A1 medium tanks Sep 55

TM 9-1955 Jatos, general Sep 55

TM 9-3038 155-mm gun M2, crrge M1, heavy crrge limber M5 Sep 55

TM 9-6025 Panoramic 'scope T149E1 Sep 55

TM 9-920401 20-mm repositioner M17 Sep 55

SM 9-1-7105, 25, 95 List end items alphl list—FSC gp 71—furni—class 7105—household furni; class 7125—cabinets, lockers, bins, shelving; class 7195—misc furn fixtures Oct 55

SM 9-1-7240, 90 List end items, alpha list—FSC gp 72—household, comm furnishings, appliances—class 7240—hsehld, comm util containers; class 7290—misc hsehld, a comm furnishings, appliances Sep 55

SM 9-1-8010, 30, 40 List end items, alph list—FSC grp 80—brushes, paints, sealers, adhesives—class 8010—paints, dopes, varnishes, re-lated prods; class 8030—preservative, sealing compds; class 8040—adhesives Sep 55

SM 9-1-9620, 50 List end items—alpha list—FSC grp 96 ores, minerals, primary prods—class 9620—minerals, nat synthetic; class 9650—nonferrous base metal refinery, intermediate forms Sep 55

SM 9-2-1050, 55 List all items, price list—FSC grp 10 wpns—class 1050—launchers, guided missile; class 1055—launchers, rocket, pyrotechnic Oct 55

SM 9-2-1090, 95 List all items, price list—FSC grp 10 wpns—class 1090—assys inter-changeable betw wpns in two or more classes; class 1095—misc wpns Oct 55

SM 9-2-2430 List all items, price list—FSC grp 24 tractors—class 2430—tractors, track laying, high speed Sep 55

SM 9-2-5960 List all items, price list—FSC grp 59—elec and electron equip components—class 5960—electron tubes, transistors, rectifying crystals Oct 55

ORDNANCE MWO's

D57-W3 280-mm gun T131: Replace obturator gas check pad, inner obturator ring with pad and ring of latest design, **O** Sep 55

D65-W2 Trk-mtd 762-mm rkt launcher XM289: Modify right side leveling jack assy so launcher be raised with downward stroke of jack handle, **F** Oct 55

D65-W3 Trk-mtd 762-mm rkt launcher XM289: Provide blast shield for main junct box cable, receptacle, **F** Oct 55

G160-W6 Trk tract 12-t 6x6, M26, M26A1: Provide drainage of accumulated water in vert lift support tubes, **F** Sep 55

G251-W11 M41, M41A1 tanks Instal grip stops on engine compart access doors, grilles, **F** Oct 55

G254-W3 M48 tank: Replace defective-type person heater fuel shutoff cock w/new-type cock, **O** Sep 55

G254-W4 M48 tank: Seal breather tube holes in bulkhead, filler pipe, **F** Sep 55

G254-W5 M48 tank: Install person heater external exhaust tubes, **F** Sep 55

G254-W6 M48 tank: Instal cupola door latch safety springs, **O** Sep 55

G254-W8 M48 tank: Instal gunner's seat back rest quick release, **O** Sep 55

G254-W9 M48 tank: Instal cupola door lock, **F** Sep 55

G260-W21 M75 personnel carrier: Replace engine manif attach parts, oil filler tube, gov shaft assy, cool fan comps, accy case elbows, bushings, **F** Sep 55

G260-W22 M75 personnel carrier: Eliminate intermediate shock absorbers, **F** Oct 55

D28-W32, C2 90-mm AAA mount M1A1, 90-mm guns M1, M1A1, M1A2, M1A3: Adapt gun, mount for use with FCS M33C, T33C, **F** Sep 55

F207-W11, C2 Remote control system M6A1: Modify the system for use with FCS M33D, T33D, **F** Sep 55

F207-W14, C2 90-mm AAA mount M1A1: Modify remote control system M2 for use with FCS M33C, T33C, **F** Sep 55

F211-W3, C1 120-mm AAA mount M1A1: Modify fuze setter M18 to M18A1 for use with FCS M33D, T33D, **F** Sep 55

F211-W4, C2 90-mm AAA mount M2; M1A1: Modify fuze setter M13 for use with FCS M33C, T33C, **F** Sep 55

F274-W3, C2 90-mm AAA mount M2: Modify amplifier M1A1, motor drive M2A1 to operate with FCS M33C, T33C, **F** Sep 55

F288-W3, C1 120-mm AAA mount M1A1: Modify fuze setter M19 to M19A1 for use with FCS M33D, T33D, **F** Sep 55

G262-W25 M47 tank: Add return spring trt subflr pltfm supt arm, **F** Sep 55

G268-W15 4x4 hvy gun-lifting rear trk M250: Elimi trnsfr assy oil leaks, **D** Sep 55

G268-W16 4x4 hvy gun-lifting front trk M249, rear trk M250: Install of drain fitting on internal overflow reservoir of main fuel tank, **F** Sep 55

G268-W17 4x4 hvy gun-lifting fron trk M249, rear truck M250: Drill water drain holes in tool box, **O** Oct 55

G280-W1 M59 armd prsnl carrier: Weld road whl arm bumper (spring) assys to bumper brkts, **O** Sep 55

TB's

TB ORD 572, C1 200-KG gage test outfit 7120217: Setup, operation **O,** Sep 55

TB ORD 602, C1 Control methods for cleaning, derust mtls **D,** Oct 55

TB 9-1819AB-6 Hydra-matic Trnsmsn (GMC Mod 302M): Identif revrs center gear finge bolts, reductn case-to-rear bring retain bolts **F,** Sep 55

TB 9-8006-1 4x4 hvy gun-lifting front trk M249, a rear trk M250: Care, maint nylon cord tires **O,** Sep 55

TB ORD 412 Procedures and methods for demilitarization of irreparable, obsolete, excess, or surplus implements of war, including lethal weapons **D,** Jun 55

TB ORD 597-18 (TO 34C2-8-1-1) Elec opr armature mica undercutter (Allen Elec. Co. Mod E-159, Lanagan & Hoke Mod 431) (4940-270-1594): Rebuild standards **D,** Aug 55

TB ORD 597-26 Paint spray guns, Black Mfg Co mod B-8800-AR-1 (4940-261-8413); mod B-5500-AR-1 (4940-261-8414); Mod B-8900-AR-1 and B1900 (4940-261-8415): Rebuild standards **D,** Sep 55

TB ORD 597-27 Paint spray guns, Electric Sprayit Co Mod GG-501 (4940-261-8414); Mod GG-593 (4940-261-8415): Rebuild standards **D,** Sep 55

TB ORD 616 Tact commcil-type prime movers, trailed vehcls: Intervehicular elec connections **O,** Sep 55

MISCELLANEOUS

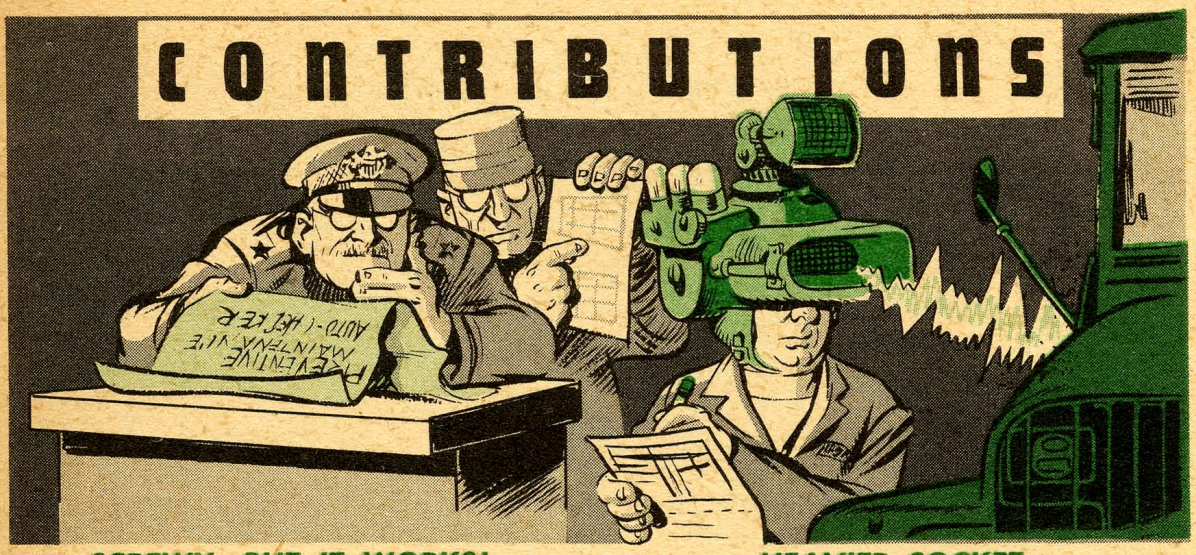
FT 105-AO-2 (Abridged) Recoilless rifle, 105 mm, M27A1 firing shell, HEAT, M341, Aug 55

FT 106-A-1 (Abridged) Recoilless rifle, 106-mm, M40 firing shell, HEAT, M344, Aug 55

LO 9-7604 Cargo, carrier M76 amphib (T46E1), Sep 55

LO 9-9072-1 Drilig Mach, upright: Bench type, 1/4 hp, 115 v, 60 c, single phase, 1/4 inch capacity (Hih Sped Hammer R-53), Aug 55

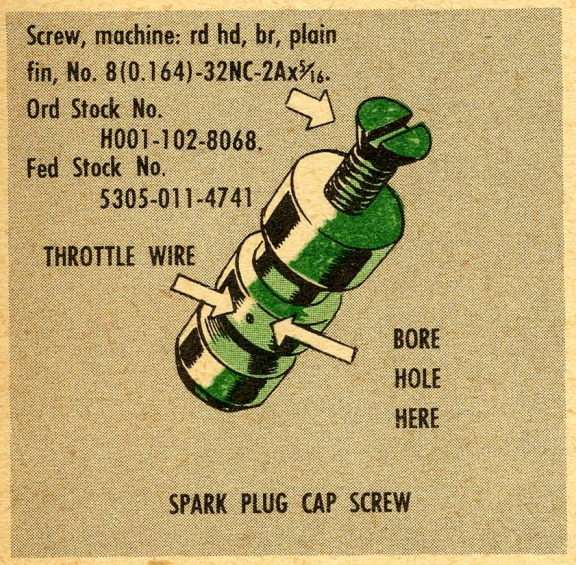
NOTE—On TB's, MWO's and SB's
O—Organizational Maintenance
F—Field Maintenance
D—Depot Maintenance



SCREWY—BUT IT WORKS!

Dear Editor,

We've been having trouble getting throttle stops (the one on the end of the throttle cable) so here's how we've



made one from a commercial spark plug cap screw.

Lt W. R. Horne

APO 949, Seattle

(Ed Note—If throttle stops G503-7371193 or G503-7371194 are scarce items your idea looks like a swell stop-gap.)

HEAVIER SOCKET

Dear Editor,

We are maintaining a number of M48 tanks, and I have a suggestion to make about the special tool sets being issued for work on these vehicles:

The standard 15/16-in 12-point socket, in both 1/2-in drive and even in the 3/4-in drive sets, will break when used to pull a very stubborn track-connector wedge-bolt. Not always, by any means, but too frequently.

We have found that the PROTO tool Company's Number 7830-H-15/16 heavy duty **six** point socket, 3/4-in drive will stand up to the work. We have yet to break our first one. This socket is designed to be used with an impact wrench, but it can be used with the regular 3/4-in drive T-bar very satisfactorily.

Another thing, if the recess around the heads of the track sprocket bolts were enlarged to accept a heavier socket, that too would prevent lots of wrench breakage.

M/Sgt Clinton
702 Ord Co.

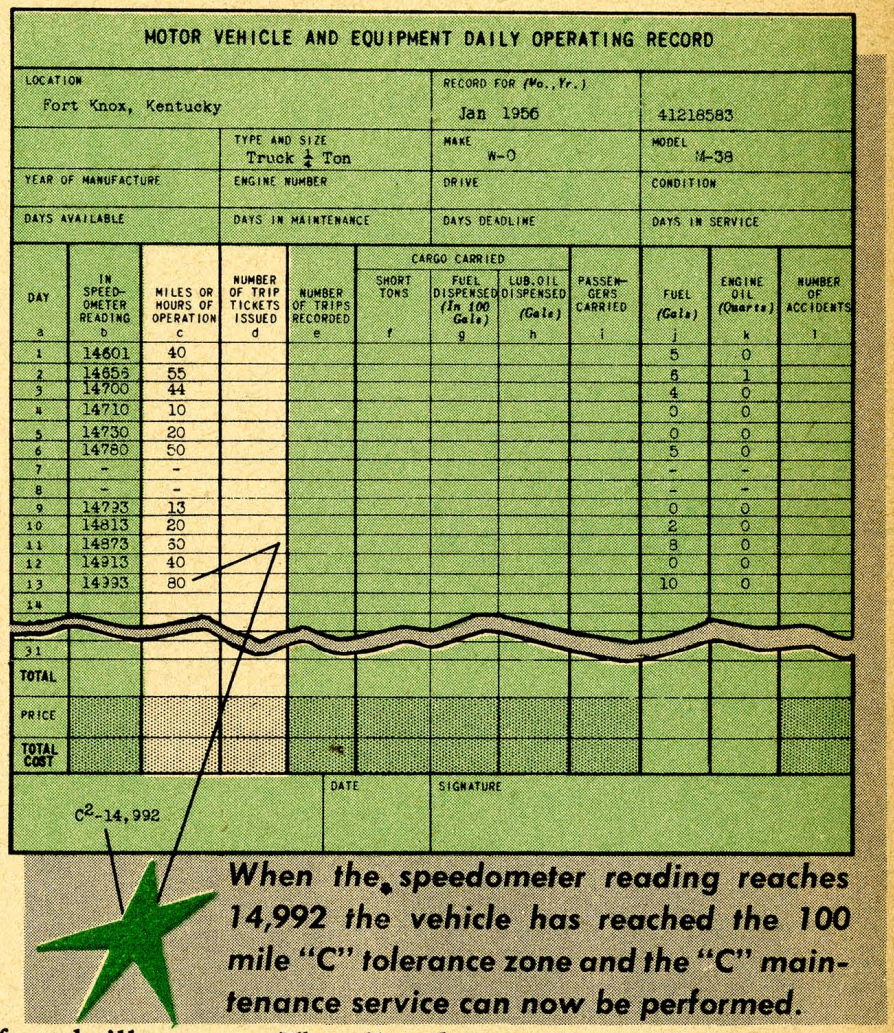
EASY KEPT OIL AND GAS RECORD

Dear Editor,

This is for those motor officers and motor sergeants who are always having trouble keeping the mileage chart for the (1,000 mile C) or (6,000 mile D) maintenance services.

We have eliminated charts, graphs, and records by using the oil and gas consumption report form for each vehicle to tell us when those maintenance services are due.

From the PM roster you post the due mileage of the next scheduled C or D maintenance to the oil and gas consumption report form, and when the dispatcher posts each daily trip ticket to this form he'll compare the speedometer reading to the reading for the next scheduled C or D maintenance service.



MOTOR VEHICLE AND EQUIPMENT DAILY OPERATING RECORD

LOCATION				RECORD FOR (Mo., Yr.)								
Fort Knox, Kentucky				Jan 1956						41216583		
		TYPE AND SIZE Truck ¼ Ton		MAKE W-O						MODEL M-38		
YEAR OF MANUFACTURE		ENGINE NUMBER		DRIVE						CONDITION		
DAYS AVAILABLE		DAYS IN MAINTENANCE		DAYS DEADLINE						DAYS IN SERVICE		

DAY	IN SPEEDOMETER READING	MILES OR HOURS OF OPERATION	NUMBER OF TRIP TICKETS ISSUED	NUMBER OF TRIPS RECORDED	CARGO CARRIED			PASSENGERS CARRIED			
					SHORT TONS	FUEL DISPENSED (In 100 Gals)	LUB. OIL DISPENSED (Gals)		FUEL (Gals)	ENGINE OIL (Quarts)	NUMBER OF ACCIDENTS
a	b	c	d	e	f	g	h	i	j	k	l
1	14601	40							5	0	
2	14656	55							6	1	
3	14700	44							4	0	
4	14710	10							0	0	
5	14730	20							0	0	
6	14780	50							5	0	
7	-	-							-	-	
8	-	-							-	-	
9	14793	13							0	0	
10	14813	20							2	0	
11	14873	60							8	0	
12	14913	40							0	0	
13	14993	80							10	0	
14											
31											
TOTAL											
PRICE											
TOTAL COST											

C2-14,992

DATE SIGNATURE

When the speedometer reading reaches 14,992 the vehicle has reached the 100 mile "C" tolerance zone and the "C" maintenance service can now be performed.

Your TM 9-2810 allows you a 100-mile tolerance for the C (1,000 miles) service and a 300-mile tolerance for the D (6,000 miles) service. So when you transfer the mileage of the next C or D service from the PM roster to this form, you'll find it very wise to have the form read 100 miles less on C and 300 miles less on D. This will cause the dispatcher to notify the motor sergeant that maintenance can now be pulled on the vehicle.

The oil and gas consumption report form will tell you how many miles the vehicle traveled during the month and the amount of oil and gas used. If the gas or oil used by some vehicles is much greater than others for the same mileage, then a check should be made to find the cause. (Might be carburetor, condition of engine, pilferage, etc.).

Mr. Louie Shirrell
Ft Knox, Ky.

(Ed Note—Par. 25, TM 9-2810 (Oct 53) gives the local commander the go-ahead on the use of whatever additional forms he feels are necessary for proper control of his vehicles.)

Generator protector

For you guys who have the Model C-37M ACF-Brill 37-passenger, bus, a lot of mud, dirt and other glob gets around the field coils and armature of the generator. If you'll take that bus back to Ordnance, they'll put a generator shield on for you like it says in MWO Ord G784-W1 (17 Mar 55).

Light tank edition

You can still get that special light tank issue, PS No. 14. Just drop me a card or letter in care of PS Magazine, Raritan Arsenal, Metuchen, N. J. Tell how many copies you need. They'll be mailed right to you.

Jeep curtains

No need to raise a lot of hullabaloo 'cause you can't find the stock numbers of the curtains for your 1/4-ton truck. Just grab a pencil—here they are: Curtain, left, door assy. (Ord Stock No. G740-7697413); Curtain, left, side quarter, assy. (Ord Stock No. G740-7697415); Curtain, right side quarter, assy. (Ord Stock No. G740-7697416); Curtain, right, door assy. (Ord Stock No. G740-7697414).

Pressure note

To stop the pressurized cooling system in your M38A1 Jeep and M170 front line ambulance from pulling an Old Faithful, make sure the temperature of your coolant is below 200 degrees before slowly loosening the radiator filler cap. Remove the cap only after the pressure has escaped.

Jeep harness

If you've got an M38 Jeep that needs a wiring-harness-assembly—as of now you have to make one. Use cable (Ord Stock No. H005-0812364) and the necessary parts from Douglas connector kit (Ord Stock No. H020-5701060). A wiring-harness-assembly is on its way into the supply system. Until it gets there you'll have to make your own.

It's new poop

Did you get hold of Change 1 (30 Mar 55) to TM 9-8022 yet? If not, grab your copy of this new manual on the M44 series trucks and make a note by the tire pressure specs on page 62 that the dual-wheeled jobs take 45-PSI when traveling over highways and cross-country.

SURE...GET IT
DIRTY
use it!
YOUR SNL AUTHORIZES YOU
ANOTHER IF YOU WEAR IT OUT